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Welcome

May 2015



SUMMER IS LANDY TIME!

The sun's shining and there's no better time for getting out and exploring in your Land Rover

Sales of Land Rovers always peak in winter, when a big, dependable 4x4 suddenly (and quite rightly) seems a sensible option. The Land Rover truly is the vehicle for all seasons, and all reasons, but to my mind it comes into its own in summer. After all, there is no better vehicle for adventure, whether it's a jaunt to the seaside or an expedition halfway around the world.

With the clocks going forward, and the warm, brighter evenings just round the corner, we couldn't resist a summer theme for this issue. Inside you'll see how easy it is to convert a Defender into a soft top (starting on page 44). alternatively, if you prefer to keep a lid on it, you could always explore the Dormobile option (page 52).

Of course, it doesn't have to be a Defender. On page 60 we feature a young man who has turned his Discovery 2 into an incredibly capable expedition vehicle, in which he and his partner are heading overland to Catalonia this summer.

And if you think that's impressive, how about the couple on page 210

who have converted their Discovery 1 and about to set off from Daventry to Cape Town!

If you're looking for an adventure closer to home, you might like to consider greenlaning in Northumberland. Find out more, starting on page 80.

The warmer months are also a great time to work outdoors on your Land Rover, so don't miss our bumper 26-page technical section to give you a few ideas on how to improve your vehicle.

Whatever you drive and whatever you do, enjoy this month's action-packed LRM. Happy Land Rovering!

Dave

EDITOR

DAVE PHILLIPS
dave@lrm.co.uk



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www.facebook.com/landrovermonthly

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Pick the brains of LRM's technical experts.

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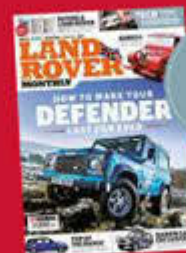
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FREE GIFT



PATRICK CRUYWAGEN

He's been to the seaside to check out a trio of soft-top Land Rovers



RICHARD HALL

More classic workhorses arrive for TLC at the Norfolk Garage



ED EVANS

Our Technical Editor has advice on how to choose a good Land Rover garage

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SUMMER FUN IN YOUR LAND ROVER

BRITPAR 158

LRM TECHNICAL

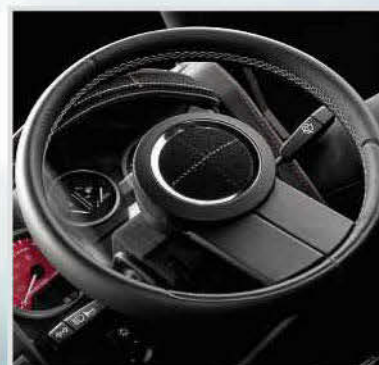
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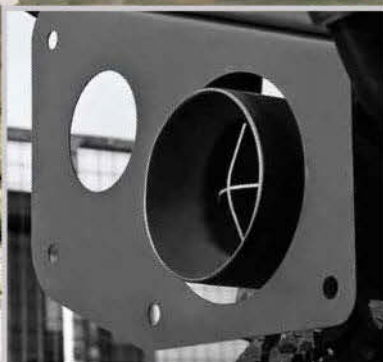




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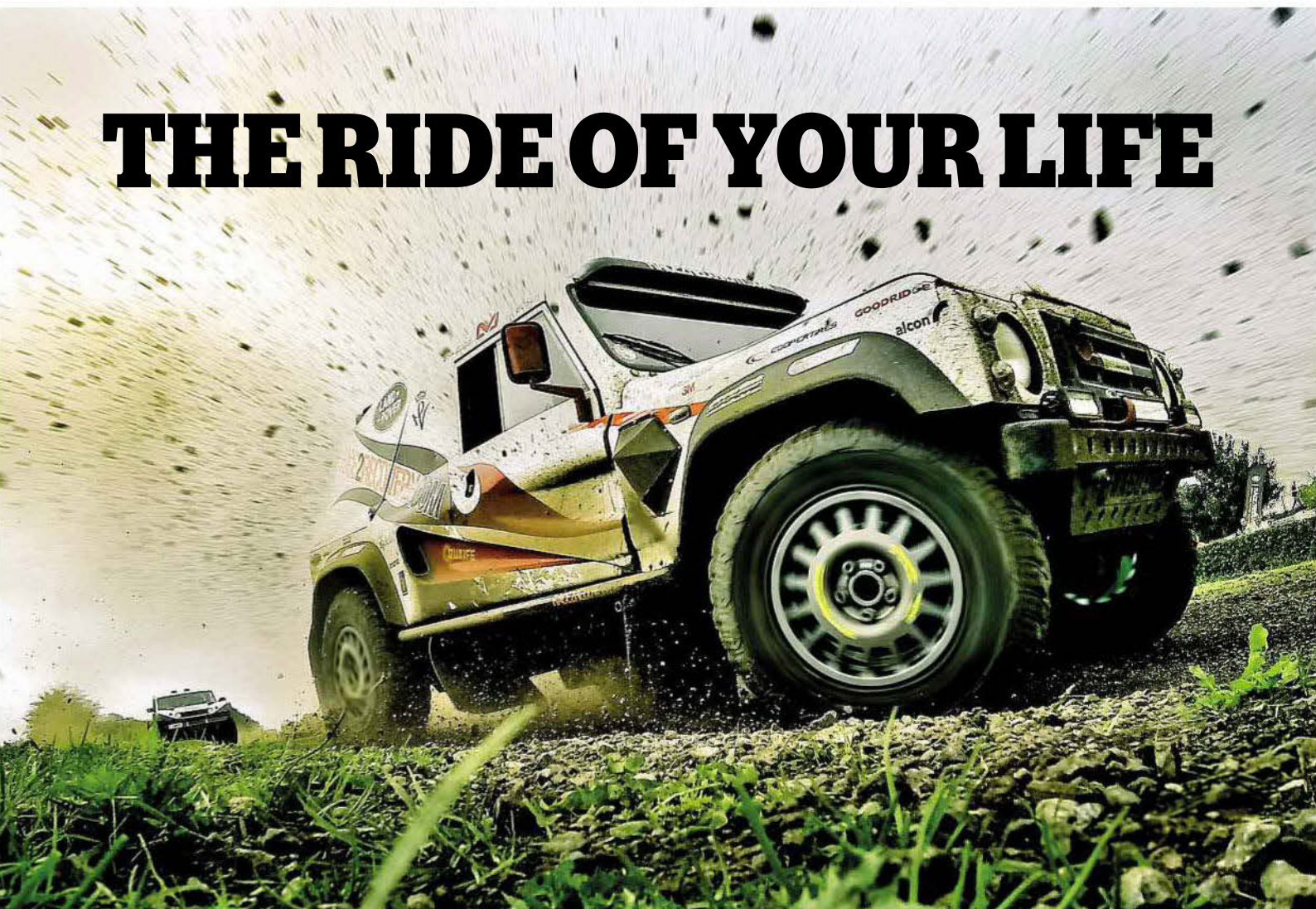
Diamond Cut on Piano Black
Volcanic Black



UPFRONT

All the latest Land Rover news from around the world

THE RIDE OF YOUR LIFE



HIGH-SPEED PASSENGER rides from Race2Recovery are a highlight of the Great British Land Rover Show, which is being staged at Donington Park on Sunday April 26.

The world-famous off-road rally team, which supports injured servicemen in their recovery and became the first-ever to finish the Dakar Rally with a disabled crew member, will be running its Land Rovers on the little-known off-road course in the infield of Donington's racing circuit – and visitors to the show will be able to buy tickets on the day for the ride of a lifetime!

These are not available in advance, but on a first-come, first-served basis on the day at the show itself. Race2Recovery have set the cost at £20 per ride, with £5 of that going to an armed services' charity.

Demand is expected to be extremely high, say the organisers, who advise buying a morning pass for the show in advance for just £5 so you can beat the crowds.

With an exhibition hall full of Land Rover stalls selling everything from parts and accessories to adventure travel, plus a classic and modified Land Rover display and historic vehicles from the Dunsfold Collection, there is sure to be something for every Land Rover fan.

The show is from 10am to 16.00pm, and tickets cost £10 on the door (under-16s free). Entry is free after midday if you book your tickets in advance at www.greatbritishlrshow.com or by phone on 01283 553243.

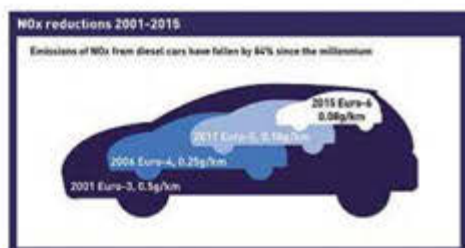


LETTERS
PAGE 16
All your views
on the Land
Rover scene



PRODUCTS
PAGE 24
What's new in
accessories, tools,
clothes and gifts

DISPELLING THE DIESEL MYTHS



THE SOCIETY of Motor Manufacturers and Traders (SMMT) has launched a campaign to dispell the myths about diesel emissions.

It comes as new consumer research reveals widespread confusion about diesel technologies. Responding to a YouGov poll, 87 per cent of UK adults said they were unaware of the latest Euro 6 vehicle emissions technology, while 54 per cent incorrectly blamed cars and commercial vehicles as the biggest cause of air pollution in the UK. Just under one in five of people correctly identified power stations as the biggest contributors of nitrogen oxides (NOx).

In fact, it would take 42 million Euro-6 diesel cars (almost four times the number on the roads) to generate the same amount of NOx as one UK coal-fired power station. And since 2002, buyers choosing diesel have saved almost 3 million tonnes of CO2 from going into the atmosphere?

The SMMT, together with some of the biggest car makers, including Jaguar Land Rover, is putting the record straight on diesel cars. A Diesel Facts myth-busting guide is available at dieselfacts.co.uk and in leaflet form via car makers and dealers.

Mike Hawes, SMMT Chief Executive, said: "Today's diesel engines are the cleanest ever, and the culmination of billions of pounds of investment by manufacturers to improve air quality.

"Bans and parking taxes on diesel vehicles make no sense from an environmental point of view.

"The allegations against diesel cars made in recent months threaten to misguide policy making and undermine public confidence in diesel. It's time to put the record straight."



THE FIRST Warn Zeon Platinum winch to arrive in the UK was fitted by the Flatdog UK team in front of a live audience.

Flatdog opened its Lincolnshire Head Quarters to host the event after getting their hands on the first in the country, thanks to official distributor Arbil 4x4.

Flatdog's 110 Defender had previously been kitted out with a Warn Zeon 10, which was removed and re-installed on a Defender 90, while the team set to work on the Platinum installation on the 110.

Ben Baker, Sales Manager at Flatdog, said:



WARN GOES PLATINUM

"We've got a great team here, so the live fitting and demonstration didn't phase the guys at all."

The fitment from start to finish only took the team one hour.

The Zeon Platinum is available in three model types. Both 10k and 12k capacities are available with wire rope, with the 10k model also having a synthetic rope option. All three variations come complete with Warn's new advanced wireless remote, which eliminates the need for a manual clutch.

For more details on the Flatdog team see www.flatdoguk.com or call 01427 616200.

NEWS BITES

JOBS FOR EX-MILITARY

LAND ROVER and sister company Jaguar have launched a new training programme aimed at helping ex-military personnel prepare for civilian employment.

Ten unemployed services leavers have already successfully completed the six-week programme and secured jobs at Jaguar Land Rover's Solihull factory.

Alan Volkerts, Operations Director at Solihull, commented: "Jaguar Land Rover recruited over 100 ex-military personnel in 2014, the majority here in Solihull. We aim to increase this to 150 this year and be an employer of choice for military personnel who are leaving or have left the services.

"Ex-military staff have valuable skills that can be directly transferred to the automotive industry. By working with ex-military staff and helping them strengthen their employability skills and relevant work experience, we can make a positive contribution to society as well as increasing the talent pool for our growing business."

HERBIE WINNER

THE winner of a Karcher pressure washer in the Find Herbie competition in the March issue of LRM was T Jenkins of New Malden, Surrey, who correctly found the hound hiding by the corner of Ed Evan's rolling chassis on page 142. Turn to page 17 to enter this month's competition.



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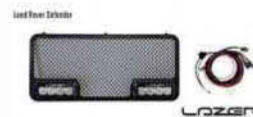
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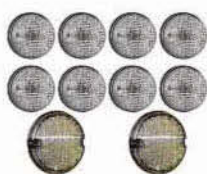


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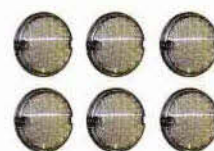
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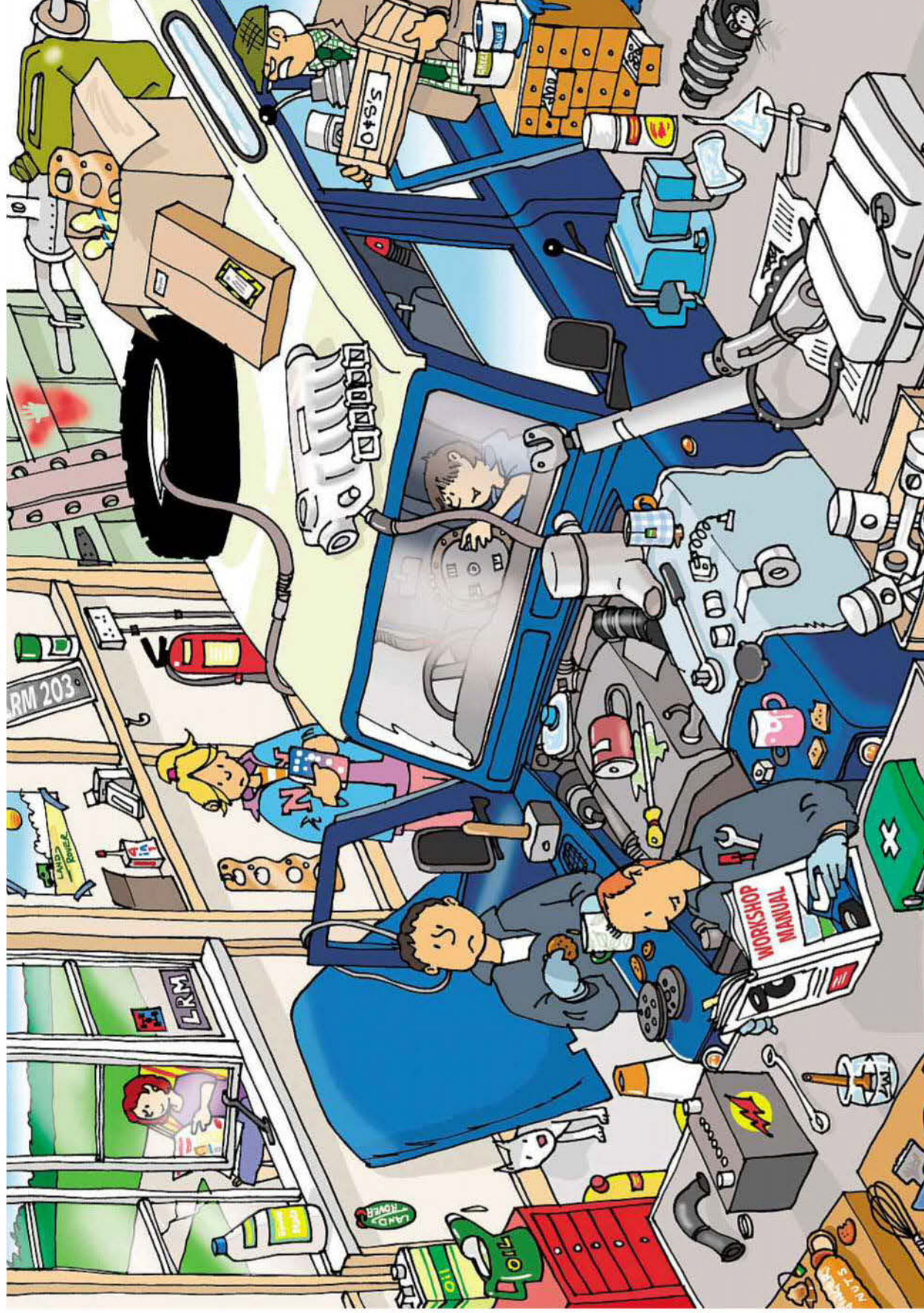
**Led Headlight with DRL £625 Inc Vat
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Ian West Cartoon

UPFRONT



"It's dead simple. It says here all we have to do now is 'reverse the removal procedure'..."



IAN WEST

... has been driving Land Rovers for over 40 years and drawing cartoons for *LRM* since issue 2. He lives in Epping Green, Essex

Readers' Letters

UPFRONT

LANE REPAIR APPEAL



I'M A RANGER with the National Trust in the Lake District, covering Little Langdale, including the Tilberthwaite UCR which, as you'll know, is a popular legal route with greenlaners. As you may also know, the route is suffering quite badly from erosion and, understandably in the current climate, the local council feels unable to invest in any maintenance of the surface.

Unfortunately, the erosion caused by vehicles is causing two of our historic stone walls to become unstable, and they're at risk of collapse (see photo). This could cause a safety hazard to users, major stock management problems for our tenant farmers, damage to our historic environment, and cost many thousands of pounds to re-erect.

We're planning to deal with this issue pro-actively and reinforce the eroded banks beneath the walls, in order to stop any further erosion – but we could really do with your support.

We fully understand that greenlaners have a legal right to use this route and do not wish to stop them. The work to safeguard these walls will cost in the region of £4000 in labour and transporting stone, though, so I'm writing to you to ask whether your readers might consider donating some money towards the work, or whether you have any ideas of any other organisation that may be able to provide funding.

As a charity, the only way we can maintain the special landscape of the Lakes, and access through it, is by working in partnership with others who care about it too.

Luke Barley,
Area Ranger (Coniston & Little Langdale)
National Trust, South Lakes
Tel: 015394 41172

MUNICH DISPUTE

IN APRIL'S LRM Frank Elson made some inaccurate statements about the BMW engines used in the L322 Range Rover. The BMW M62 4.4-litre (1996 on) never had Nikasil issues as it used Alusil instead. This was in response to the aforementioned Nikasil problem in the earlier 4.0-litre M60 (1992 to 1996). Jaguar's AJ26 4.0 litre V8 (1996 to 2002), which used the BMW engine as the benchmark, also had Nikasil problems which weren't fully addressed until the AJ33 in 4.2-litre capacity was introduced in 2002. The AJ33 also finally fixed the cam chain guide issue which plagued the 4.0 litre. As it happens, sulphur levels in fuel had dropped sufficiently by 1998/9 for it not to be an issue any more.

The Jaguar engine Frank refers to is actually the 2005-on AJ41 4.4-litre. It should be reliable as by then Jaguar had been developing it for 10 years.

The BMW engine can be rebuilt but specialist BMW breakers have a good supply so a swap is easier. Given that a new M62 would cost more than the L322 would be worth you wouldn't go down that route anyway.

Andrew Scott, North Tyneside

A SHORT FUSE?

IN RICHARD HALL'S excellent Norfolk Garage in the April Issue of LRM he commented on the current-carrying capacity of Lucas fuse holders on Series Land Rovers.

While I was the Risk Engineering Manager at Rover Group, the forensics of vehicle fires fell into my domain. Of all the numerous sources of vehicles catching fire, electrical problems were the highest on the list. The Lucas fuse box came in for quite a bit of research at odd times during my 12-year stint in the job, not least because one of my own vehicles was a 1968 Series IIA Safari.

The Lucas fuse box (Part No's 530047, 575395) uses glass-cased fuses, the maximum rating of which was, if I remember correctly, 35 amps. The fuse-to-circuit connection was by brass clips or 'ears', which relied on the integrity of the brass to provide enough tension to grip the fuse and safely carry the current.

When new, these were quite competent to carry a 35 amp load. We even took them under test to above 50 amps with no problem. What we found during testing was that, in time-served fuse boxes, as the brass aged the tension in the 'ears' relaxed because the brass had started to degrade. The original tension was provided by the manufacturing process, which bent the 'ears' – work hardening.

As this aged, the brass becomes increasingly brittle, causing the tension in the fuse connection to weaken and the connection to warm up. This was a vicious



circle ending in either a fire from the heat travelling down the wire and melting the insulation to an earth short, or the connection failing and the circuit going 'dead'. Blackening and/or corrosion on the terminals didn't help either.

With Richard's customer's fuse box of this type, the only real solution is replacement with new. If the fuses feel loose when in place or can be pulled out easily, there is a problem just waiting for its chance. Pinching the connectors together (which we've all done) can only be a get-you-home dodge. Even low current circuits such as Richard's quoted five amps can (and will at some point) heat up to danger levels.

After years of picking and choosing, LRM is the best Land Rover magazine – I shot my bolt a couple of years back, subscribed and have never regretted it. Keep it up, please.

John Taylor (via email)

DEFENDER DISMAY

I NOTE with some dismay the trend in LRM for advertisements from companies promoting ever-increasingly expensive and glamorous modifications to standard vehicles, particularly the Defender. Additionally, every month, quite ludicrously over-priced bolt-on accessories are appearing from suppliers.

Recently reviewed, in addition to high-priced LED light clusters, there has been a bungee cord for £10 and, worst of all, a so-called 'expedition' coat hanger for £18!

I am active in GLASS (Green Lane Association) and work with a number of Land Rover clubs in the north of England, where I do not meet any one who has the inclination or resources to consider most of these products.

Maybe I am out of touch and there is a large following of well-heeled Defender owners cruising in modified, gloss black vehicles. Certainly, if the price of the three end-of-line 'Celebration' Defenders is anything to go by, I am way out of sync, but I would be interested in the views of other readers on this topic.

Nigel Bennett, Cheshire

I sympathise with your views, Nigel, but there's a new generation of Defender fans out there who can't get enough of the latest accessories and bling. It may not be to everyone's taste, but we should be encouraging these new recruits to our ranks – Ed.

V8 ORIGINS

WITH reference to the article in April's edition of LRM about the Rover V8 and its origins. It is commonly thought that its origins are in a Buick V8 made of cast iron, and that Rover re-engineered it aluminium. An article I remember reading many moons ago suggested that its origins go back much further than this and that Buick bought in the design. The design they bought in was reputedly from BMW and that it was originally an aluminium engine.

David Higgs, Cumbria



DELIGHTED, TURKEY

FOR A long time I've been following your magazine with excitement, especially the news about Turkey (military Land Rovers).

For many years I have repaired and reconstructed a variety of Land Rovers – it is my hobby. I've spent a lot of work on my latest, a Defender 110, which I'd like to share with you. I'd appreciate any feedback.

*Mehmet Murat Özunal
Turkey*

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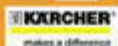
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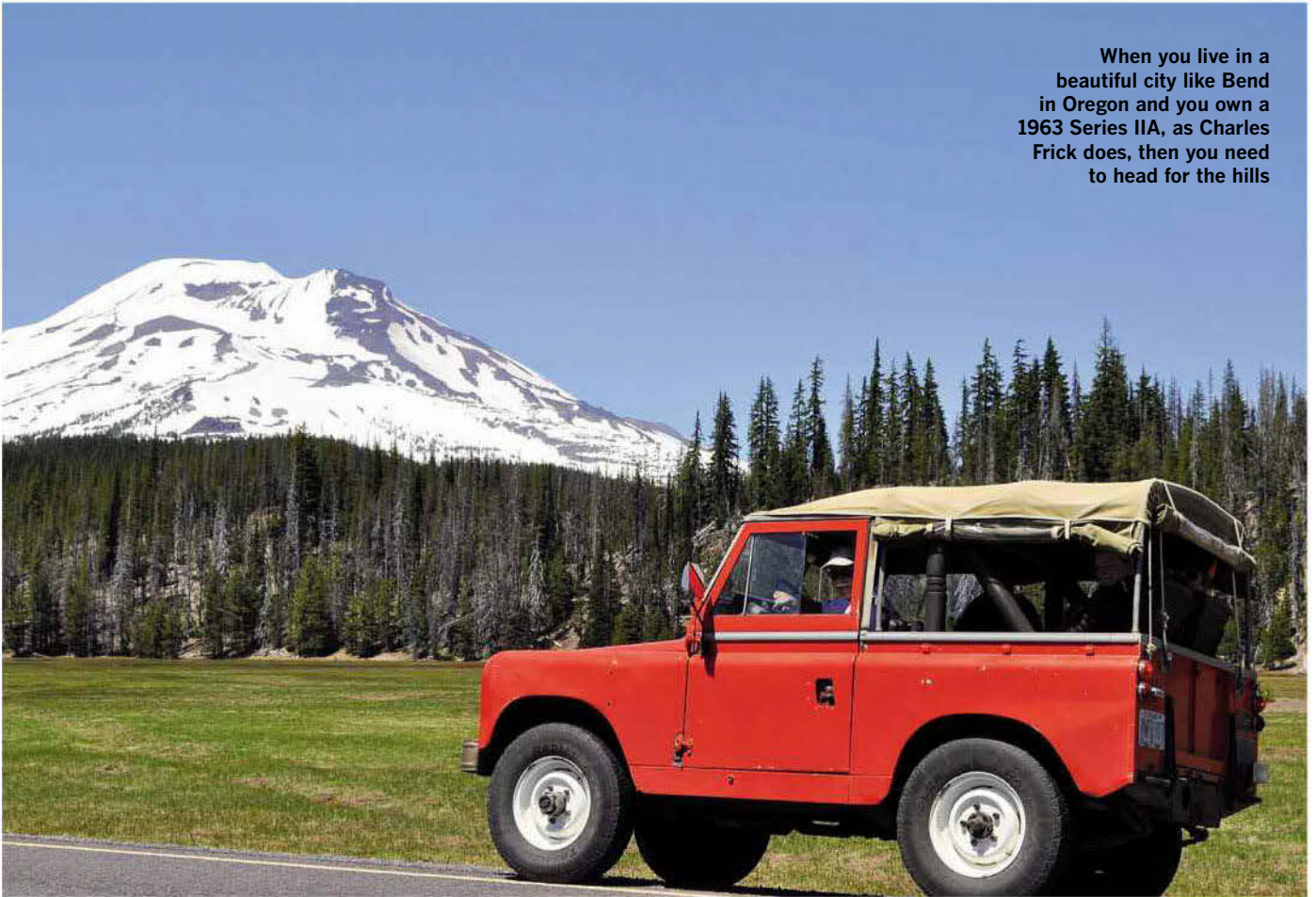
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Your Pictures

UPFRONT

When you live in a beautiful city like Bend in Oregon and you own a 1963 Series IIA, as Charles Frick does, then you need to head for the hills



Anton Jones likes to spend summers in his Series III in Nottinghamshire – when cocker spaniel Winston allows him in, that is



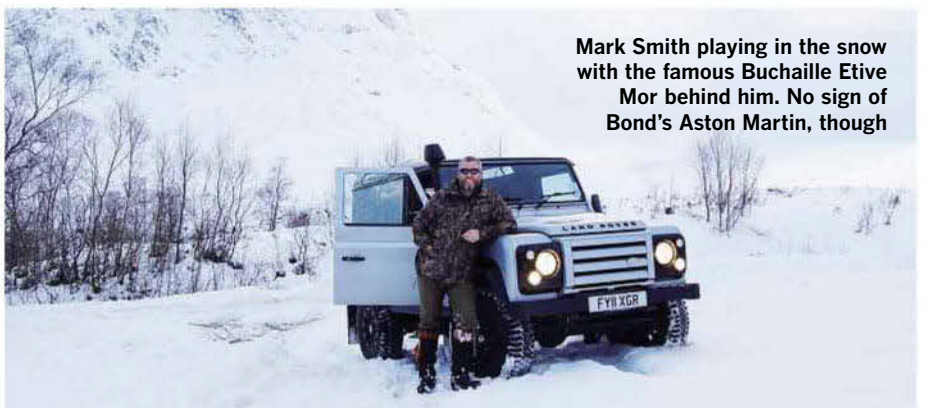
Roger Gaisford and his mates took this former South African Defence Force Series IIB Forward Control on a three-week safari



Chris Hillocks owns several Land Rovers, including this '75 Series III soft top, bought four years ago for £500, and now restored



Australian Land Rover enthusiast Malcolm Ferguson taking his Series I for a day out in Brisbane



Mark Smith playing in the snow with the famous Buchaille Etive Mor behind him. No sign of Bond's Aston Martin, though



German LRM reader Martin Lubomierski took his soft top for a spin in the snow

Jan Hyrman's 1960 Series II used to belong to the Swiss army, which explains why it looks so happy in the snow



Alfie, as this 1960 LHD Series II is known, was restored by Volcan 4x4, before being sold to a client in Florida



Ron Thompson from Baltimore in the USA not only sent us a photograph of his superb soft top 1966 Series IIA, he also mailed us a painting he had done of himself and his equally lovely 1963 Series IIA. Which one's your favourite, Ron?



Judging by his set-up, Luca Catalano definitely does some serious off-roading in his Defender 90 soft top

Products

UPFRONT

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www.robens.co.uk



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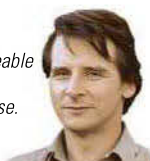
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Products

UPFRONT



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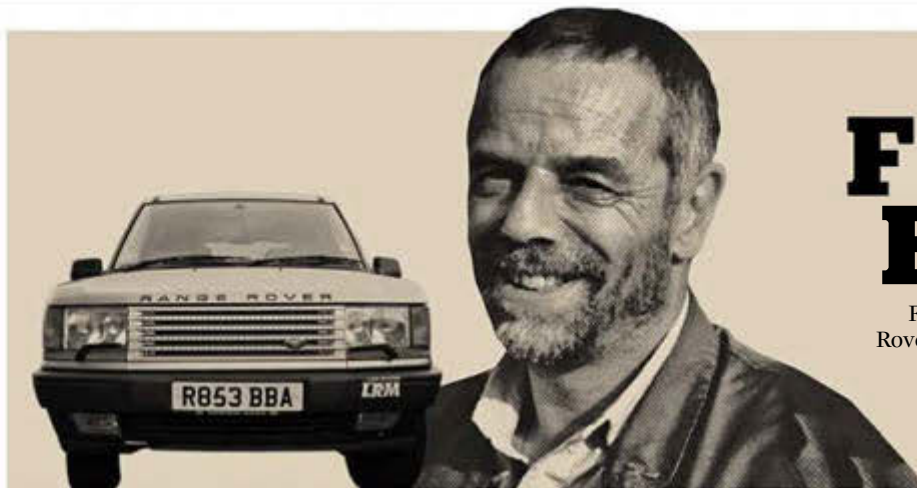
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FRANK ELSON

Frank has been involved with Land Rovers for more years than he cares to remember. These days he drives a P38 Range Rover.

In my dream

I dream a lot, but I generally don't remember my dreams. We start off with BiBA, my P38 Range Rover, at the side of the road – I don't recognise the road. She won't start so, of course, I have removed the engine, which is sitting in front of the vehicle, along with the front axle.

Whatever was wrong with the motor I have fixed it and I am now sitting inside, turning the key and wondering why the darned thing still won't start.

As I am sitting there Dennis Taylor pulls up in his Discovery 2 and comes over to my window. Still in the dream, I am suddenly seeing Dennis' house where he is playing with his young grandson, William, who is driving around the house in an electric-powered Discovery toy car.

The phone rings and Dennis tells his son, and Williams' dad, Darren, that Frank has called and needs some help with a breakdown. Darren points out that Dennis will have to go on his own because he has to stop with William. Meanwhile, my great-grandsons, Maxwell and Noah, have suddenly appeared and are also playing in electric-powered Land Rovers.

Back at the roadside Dennis points out that BiBA won't start because the engine is no longer attached to the vehicle.

I get out and we are standing in front of the whole caboodle. Dennis suggests that if we lengthen the wiring, and the fuel lines then we might get it to start. He also asks why BiBA's lights are on and I point out that this is because I have just bought a new battery. I show it to him, still in the boot but with cables, all coloured yellow, snaking through the vehicle to the engine, and back again to the lights.

Naturally Dennis has miles of fuel line and electrical cabling (all yellow again) in the boot of his Disco 2 – but it's all wrapped together in a huge pile, so we sit on the pavement, untangling it.

I ask Dennis if he has moved BiBA. He looks up and sees, as I have just done, that my Rangie is now almost out of sight, down the hill (I don't recall that we were on a hill earlier in the dream; in fact I'm sure we weren't).

The engine is now where it should be, but BiBA is moving slowly, almost out of sight. Dennis and I walk down the hill and catch it up. We find that my motor is being winched slowly by three blokes, wearing masks and striped burglar-

type sweaters. I don't remember what vehicle they were using, but one of the thieves had a gun.

We don't seem to be the least bit put out by all this and walk alongside BiBA as the guys turn themselves into a workshop that looks just like Halfords' in Blackburn.

As my car, Dennis and I, and the guys (who have reappeared again), all go inside the workshop it becomes the backyard of Rawtenstall Police Station in Rossendale and we find ourselves surrounded by armed police. They're not in the modern kit, but in ordinary uniforms, with the old-style helmets and carrying Lee Enfield 303s – like the ones in WW2 or the Irish War of Independence films.

As both Dennis and I have experience of firing LE 303s we ask one of the bobbies if we can hold a rifles. He hands one to us and we find that it is sleeved to take .22 calibre bullets, just like the ones I used to use in the ATC back in the 1960s.

The bobby then stands by while Dennis and I take turns to fire pot-shots at the radio mast that towers over the police station.

By now the robbers and police have disappeared and Dennis and I are underneath BiBA, which is now parked in the street outside the main, front entrance of the police station.

A police officer asks if we want to play with the modern machine gun he's now got in his hands. He points out a loose wire. I fasten it somewhere and BiBA bursts into

life. I am then driving towards Dennis' house, following him, whilst my great-grandsons are in the back shouting, "go faster Grandad."

Then I woke up, got out of bed and, at 4.30am, start to type out what you've just read.

■ On the internet I read: "According to my UK MoT bay, if you have an LPG or hybrid car, it's exempt from the emissions test. I get a reduction in tax, and the last three MoTs haven't done an emissions test"

I replied: "Your last three testers have been pulling your leg, or you are trying to pull ours..."

His reply: "I'm not an expert, I just go off what the testers tell me."

The moral? Be careful of what you read on t'internet!

"I have removed the engine, which is sitting in front of the vehicle, with the front axle"

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DAVE PHILLIPS

Land Rover writer and enthusiast Dave has experienced all aspects of the Land Rover scene in every corner of the world

Lifting the lid

There's a real topless theme to this issue of *LRM*, but don't worry, we've not gone the way of *The Sun*. The stunners in this issue are the topless Defenders in the main cover feature, plus the new Range Rover Evoque Convertible.

The modern Land Rover fan gets a wealth of choice these days – a choice that includes the option of a luxury Range Rover without a roof. Ironically, that's a choice the early Land Rover fans never got. Back in 1948, all Land Rovers came topless as standard. Roofs were an optional extra.

It's ironic really, because those spartan Series Is have been mocked (not by Land Rover fans, of course) over the years for lacking creature comforts like a roof. Yet JLR is now confident it will get the last laugh – fully expecting to boost sales in 2016 by getting customers to pay extra for the lack of a roof.

That, of course, is every salesman's dream: charge the customer more, for less.

One of the drawbacks of the old-style soft top Land Rovers was the palaver of taking the canvas roof on and off – especially in a country like the UK, which is blessed with such a changeable climate. Oh, how we laugh when we all run outside to put the roof back on when a summer thunderstorm suddenly arrives. Well, we do a bit, the first time. After that, the unexpected drenchings become less welcome.

But that experience wasn't restricted to Land Rovers. About 20 years ago, an old girlfriend had such a good time on holiday in Greece driving around in a topless Suzuki Vitara, she bought one after she arrived back in England. Getting the vinyl back on that was a 20-minute operation that required detailed study of the instruction manual.

About 15 years ago, another friend got a new three-door Freelander 1, which came with a hard plastic bit that could be removed to make it three-quarters topless. I think it was supposed to appeal to the young and trendy. It helped if you were patient as well, because that too was a bugger to get on and off.

Still, I confidently expect that the new Evoque Convertible will come with a roof that opens and lowers at

the press of a button, and in a matter of seconds. With no icy draughts on winter nights...

■ I don't know why we sometimes knock modern vehicles. After all, if you're anything like me, you'll end up owning one of them one day. My three Land Rovers, with a combined age of 70 years, were all brand-new and gleaming once upon a time. Not under my ownership, obviously, but way back in the distant past when Margaret Thatcher was Prime Minister somebody splashed considerable sums of cash for each of them.

All Land Rovers should be respected, in my view. No, let me re-phrase that. It is okay to abuse them, but only in a non-life-threatening way (to both vehicle and occupants). If you drive them hard, you should make up for it by caring for them gently.

People who believe Land Rovers can be abused and yet miraculously live for ever are fools. They can live for ever, as we have shown in *LRM*, but in order to achieve that you need to devote a lot of time, thought and money to their maintenance.

Those who think they can run them into the ground end up with a broken car – and soon see the errors of their ways.

■ Is it my imagination, or are 4x4s getting a better press? You don't seem to get nearly so many gas-guzzler / Chelsea tractor / planet

destroyer quips these days, either.

I suppose the anti-4x4 brigade have probably had to throw in the towel. Despite all their efforts, there are now more 4x4s on the road than ever.

■ Even though UK fuel duty has been frozen at 57.95p per litre since March 2011, drivers in this country still pay the highest rate of fuel tax (69%) in the EU.

In the UK, at the time of writing, petrol costs an average £1.11 per litre; diesel £1.17. We are the only EU country where diesel costs more than petrol. Why is that?

In the USA, petrol currently costs £1.43 per US gallon (3.8 litres). That's less than 38p a litre. Although the Americans love to bitch and moan, we're being robbed.

“Land Rover is confident it can boost sales by getting us to pay extra for the lack of a roof”



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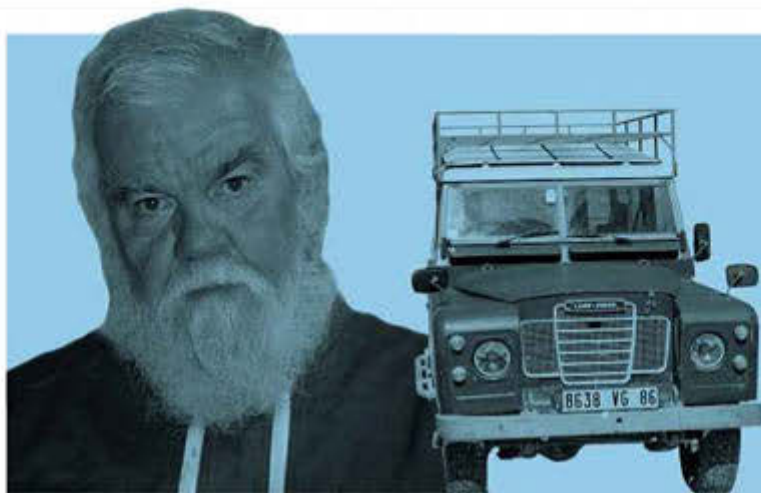
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ROGER HICKS

Bought a 1962 Series IIA in 1980. Now has a 1972 Series III bought in 2001. Has driven non-Series Land Rovers and even Range Rovers (but doesn't really trust them)

One Life, Live It

What are the most memorable times you have had with your Land Rover over the years? I'll bet you that quite a few of them were not all that much fun at the time. I can think of plenty of personal examples.

Watching the Land Rover rocking gently on a small stony ridge in Spain, high-centred, was one. Fitting snow chains in a foot-deep puddle in a Hungarian forest – and finding enough stones to provide a footing for the off-road jack – was another. Then there was the time I hacked at a tree stump with a machete because a front spring was hung up on it. I was genuinely worried more than once that this time I really was stuck, with a walk of at least an hour back to the nearest road, never mind the nearest village. Of course, you can prepare – to a certain level – which is why you carry an off-road jack, an entrenching tool, a machete and sand mats, or better still bridging ladders (well I do!). But you can rarely be quite prepared enough.

Oh, and then there was the time when we were doing our Grand Tour and couldn't find a hotel in Bulgaria. My daughter and I left my wife with the Land Rover at a bar and went off with the barmaid's boyfriend to look at a flat they said we could rent for the night. It was real Soviet-era stuff. Admittedly the lift worked, but the greasy bare brick of the lift shaft made us wonder how long this might continue to be the case. Also, when we got to the room, there was a drift of empty booze bottles at the foot of the bed and clean sheets did not appear to be an option. We said thanks but no thanks, in fear of being abducted and held to ransom instead of being taken back to the bar. When we did get back, Frances reported that things had been somewhat fraught there too: the owner didn't think the barmaid's boyfriend should have taken us away.

When we finally found a hotel, it was the haunt of real Wild East businessmen and their mistresses. My daughter said she felt quite out of place: her skirt was a foot too long and her eyelashes an inch too short. I however got quite a load of admiring glances from the men folk for daring to bring both my wife and my mistress down to dinner. I don't

think my fellow guests were that clear on the concept of daughters, though maybe they could handle "nieces". And they most probably did.

All of these things were wonderful fun in retrospect, but rather less fun at the time. In other words, they were things I am very glad to have done, but I wasn't quite so glad when I was actually doing them.

On reflection, the pleasure comes in two bites. The immediate relief when it's over, and the general long-term haze of all the good stuff that happened on the same trip.

It's not all bad though. There are the castles we've found, the mediaeval pack-horse bridges, the amazing dessert after our last lunch in Greece – ice cream garnished with fresh and dried cherries, topped with chocolate sauce, in case you were wondering.

Lest we shouldn't forget the fact that we survived the Bulgarian and Romanian back roads on the standard suspension. And it's sort of fun to have to draw pictures to

discover which animal was on the menu and about to land on our plate – beef, lamb, pork or chicken. Our Serbian wasn't the best!

Of course you don't need a Land Rover to experience this sort of stuff, but it plays a key part of it. We all know the 'One Life, Live It' slogan, and the longer you live with a Series, the more it makes sense. First, there's a degree of involvement that you don't get with a modern car: the knowledge

that if it does go wrong, you can probably fix it yourself, or find a fellow enthusiast who can. Once I stopped at a library in Hungary to ask where I could find a mechanic. Turns out, the librarian's boyfriend was a Land Rover addict.

Second, there's the people you meet on the road: people who like old Land Rovers. At a restaurant in Croatia the head of the recovery division of ADAC, the German equivalent of the RAC or AA, described the Land Rover as 'unkaputbar'. If you know the word kaput you can work that one out – 'unbreakable' is a good start.

Third, a Series is at home anywhere, whether it's a fancy hotel or the sort of roadside accommodation where you only get one sheet, and at that, one that's not big enough for the bed (Serbia again). Yes, 'One Life, Live it', is quite apt.

"It's sort of fun to have to draw pictures to discover which animal was on the menu"

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109 Series IIA

SURGERY FOR AN OLD LADY

One of the vehicles I have been looking after for quite a while now is a Series IIA 109 Station Wagon. It is an unusual beast in that it has the 2.6-litre straight-six engine which first appeared in the SIIA



in 1967. This engine first saw the light of day as a 2.1-litre unit in the 1947 Rover P3 saloon, and shares many common parts with the 1.6 and 2.0-litre four-cylinder engines used in the Series I. Stretched to 2.6 and then 3.0-litres it powered various big Rover saloons until finally dropped in favour of the ex-Buick V8 in 1967. The 2.6, heavily detuned and fitted with a single Stromberg carburettor, soldiered on as part of the Land Rover engine range until 1980. It was never very popular with buyers, being thirsty, not much more powerful than the 2.25 petrol and rather less robust. But I have a soft spot for them – they are silky smooth and sound lovely.

This particular vehicle was in a fairly rough state when it first came to me about eight years ago, and has needed a fair amount of new metal welded into the chassis and bulkhead to hold it together.

The engine is a bit tired, which will pose a problem as parts availability is very poor. Water pumps and exhaust manifolds are almost impossible to find, and many of the internals (pistons, bearings, etc.,) are hard to track down and expensive when they do turn up. But it ran well enough, and for this year's MoT test I had some more immediate problems to sort out.

Station Wagons have a fairly complex body structure, built around a one-piece side frame assembly incorporating the sill rail and the centre and rear door posts (B and C posts). The offside sill rail was badly holed, as was the bottom of the C post, and the B post was attached to the sill rail by little more than rust and paint. It was too far gone to be patchable, but repair sections are available, and the owner brought me a new sill rail and lower C post.

It quickly became obvious that the entire interior would have to come out. This turned into the usual swearsy wrestling match with just about every fastener solidly corroded into place and the base of the nearside B post was almost as rotten as the offside. Some 15 hours later I had fitted the new components, fabricated new bottoms for both B posts and put everything back together.

The rest of the vehicle needed very little work – just a new hub seal on the offside front, and a pull-through wheel stud to replace one which had unscrewed itself and taken most of the thread in the hub with it. The MoT tester pronounced himself more than satisfied, and so the old girl lives on.

My favourites?

GOOD, BAD, UGLY

One question I am often asked is, "What is your favourite Land Rover?" At the last count, I owned about 30 and have fond memories of most of them. But not all of them.

The good – 1983 Range Rover, an early five-door, which I picked up ridiculously cheaply to sell on and ended up keeping for two years. Wonderful old thing, which made every journey a pleasure, although it had the Torqueflite three-speed automatic transmission making it a little slow. I once used it to fetch a One Ten on a trailer from Kent and got into serious trouble on the steep hill out of a village, clearing the summit at about 5 mph. That car is still about, having recently been restored.

Then there was my 109 V8 Station Wagon with the beginnings of chassis and bulkhead rot that eventually killed it. But for three years it was my everyday workhorse, with just about the best V8 engine I have ever come across. It delivered better than 20 mpg on a run and never let me down. I still miss it.

The bad – my first-ever Land Rover, a 1973 Lightweight for which I paid about half the going rate at the time. It was cheap for a reason. I cannot remember it ever completing a journey without something breaking or falling off. It got me banned from the student car park after the bottom fell out of the fuel tank and five gallons of petrol dissolved all the tarmac underneath it.

Then there was the 1960 Series II 109 inch – the first vehicle I ever rebuilt. The chassis was rotten from end-to-end and it would have made more sense to find a better vehicle to resurrect, but I was young and enthusiastic. After 20 packs of arc welding rods I finally got it ready for MoT, then found that the engine rattled when hot and the oil pressure light would not go out. I needed to drive it 40 miles when I moved house, so I filled the engine with EP90 gear oil. It made it, but by then I had run out of money so I sold it (cheaply). If anyone reading this owns AFE 562A, I have some photographs which you might like.

And the ugly 1957 Series I 107 taken in part exchange against a Series IIA. It had been comprehensively butchered with a flip-up front end and huge wheelarch flares, chrome 8-spoke steel wheels and an elaborate homemade stainless steel bullbar. It had a 2.25 petrol engine, 3.54 differentials and would do 70 mph, but the brakes were hopeless and it burned as much oil as petrol.

But my favourite? Probably the little 1983 Series III 88 inch hard top that I ran for a couple of years when I first started my Land Rover repair business. I bought it cheaply with a dead engine, and it became the testbed for the "200Di" conversion. For more than two years it was my daily transport and never, ever broke down. It even had a decent heater. I sold it one winter to fund the purchase of a Ninety and instantly regretted it.

Tdi Discovery

ANOTHER ONE GONE

Once I had finished stitching the Station Wagon back together, the next job was to pull the engine and transmission out of a 1998 Discovery 300Tdi that I had bought as a parts donor. The owner had taken it in for MoT and it failed on corrosion in most of the usual Discovery places: front inner wings, sills, rear seatbelt mounts and boot floor. So he took it away and armed himself with a small MIG welder and sheet steel. Judging by the amount of new metal it must have taken him many hours. A week later he brought it back for re-test, and this time it failed on inadequate welding, at which point he gave up and I acquired it at a very reasonable price.

In some ways it seemed a pity to break it. It was a late vehicle to a very high specification (air conditioning, cream leather interior) and a nice colour. But the welding was indeed thoroughly inadequate, and it didn't take me long to start finding large areas of structural rust that both the owner and the MoT tester had missed. It was without doubt beyond economic repair, but why so rusty? The clue was in the number plates – marked with the name of the dealer, and an Aberdeen postcode. I tend to avoid buying vehicles where the second or third registration letter is an S on the basis that Scottish roads are heavily salted in winter which does the underbody structure of a Land Rover no good at all. The last time I broke this rule was with an old Subaru estate, and after a few months it failed the MoT on a comprehensively rotten rear crossmember and went for scrap.

Bits of the Discovery will live on: the engine is going in a Ninety, I have a new home lined-up for the 1.2 ratio transfer



“It failed on corrosion in most of the usual Discovery places”

box and the very clean, leak-free steering box, and someone will undoubtedly have the seats. I have also managed to salvage the wheels, lights, various relays and a few other useful bits. No to mention I have yet another hydraulic bottle jack to add to my growing collection. First generation Discoverys are still a fairly common sight on the Norfolk roads, but I suspect not for much longer. Being in structural terms a 1970 Range Rover with some new outer body panels, they rot just as comprehensively as most other cars from that era. Even comprehensive rustproofing doesn't seem to prevent them from disintegrating. This is a pity as the Discovery 200 and 300 are very capable, comfortable workhorses. Perhaps I should buy and restore one while parts are still easy to obtain?



THE COLD weather brought the usual spate of battery failures. Firstly the battery on my wife's car gave up the ghost, then the one on my old Audi dogwagon did the same. So when I got into my One Ten one morning, turned the key and found it completely dead, I assumed yet another battery failure. I nipped down to my friendly local motor factor and bought one of their finest heavy duty batteries, which immediately restored the One Ten to full working order.

Or so I thought. After leaving it standing for three days I found once again that the battery was completely flat. My One Ten (an ex-Army vehicle) does not have any electrical accessories: no stereo or CB radio, no alarm/immobiliser, not even an interior light. But clearly something in the vehicle was draining current.

I charged up the battery, got out the multimeter and set out to investigate further. With everything switched off I was getting a current drain of around two amps, which is more than enough to flatten the battery in a couple of days. I pulled out all the fuses one at a time, but this made no difference.

So what else is permanently connected to the battery? The alternator. As soon as I disconnected the three-pin plug at the back, the current reading dropped to zero.

Clearly something had gone wrong internally, most probably in the voltage regulator pack.

I rummaged around in the workshop and found another alternator with the back cover missing. Luckily it was the same type (Lucas A127) as the one on the vehicle, so I managed to make one good one out of the two.

I have not come across this particular alternator fault before. Normally they work, or they don't, but it's well worth checking if you have a mysterious current drain on your vehicle.



RICHARDS HALL'S TRADE TIP: AVOIDING OIL STARVATION

CHANGING ENGINE oil? I always make a habit of filling the new oil filter with fresh oil almost to the top before fitting it. This avoids starving the engine of oil on starting it up, which I feel probably does more damage than not changing the oil regularly. Obviously you cannot do this with the canister-type filter on a Series engine. And when changing the oil on a V8, it's important not to let all the oil drain out of the oil pump, as it's mounted high up and can easily become airlocked. I normally drain the engine oil first, and as soon as

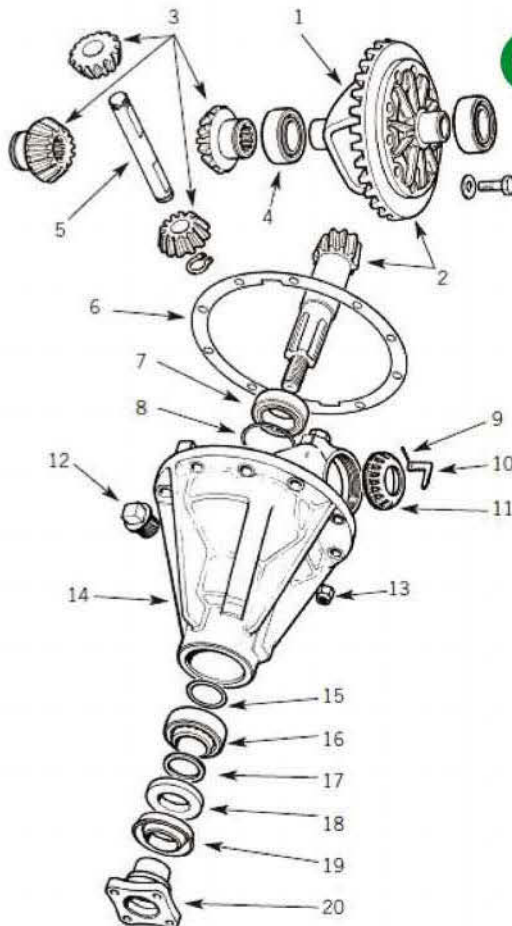
the flow from the sump drain plug slows to a trickle I refit the sump plug and immediately fill the sump with fresh oil. I then start the engine, make sure the oil pressure light goes out and only then change the filter, making sure that the new filter (primed with oil) is readily to hand to screw on the moment the old one comes off. Admittedly the fresh oil is immediately contaminated with the small amount of old oil in the filter, but better that than have to dismantle the oil pump and pack it with Vaseline...



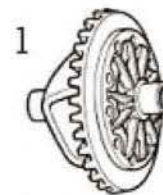
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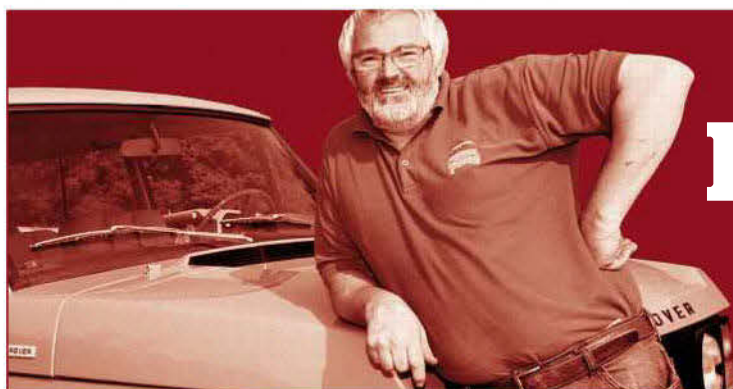
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Dunsfold Diaries

By Philip Bashall



THE WORLD'S BEST BIRTHDAY PARTY

The Dunsfold Collection's Open Weekend is held at about the time of Philip Bashall's birthday – and everyone's invited

Photographs: Nick Dimbleby / The Dunsfold Collection

About 250 gallons of fuel. Up to 60 batteries. Four pints of brake fluid, ten gallons of oil and Lord knows how many gallons of water. Not to mention reams of paper, several printer cartridges and three weeks of my time. Those are the raw ingredients needed for a Dunsfold Open Weekend – so it's just as well that we only hold them every two years.

Before we staged the first Open Weekend, back in 1993, it was almost impossible for enthusiasts to see any vehicles in the Collection. They were stashed away door-handle-to-door-handle in dark barns. Occasionally, we'd empty the shed out and run a broom round it for a special visitor – we had a wealthy businessman come along once, who we were hoping might put some money in – but that was very rare. And the businessman didn't cough up, either.

For that first event in '93 we lined up perhaps 30 vehicles and had around 1000 visitors. Now you can treble both of those figures; in fact, there are several hundred Land Rovers on display if you take into account all the club vehicles and the ones belonging to private collectors. That's not counting all the Landies in the car park. If you turn up in a Land Rover, you're automatically part of the show. But heaven help you if you arrive in a car!

For the first few years, we put the show on annually, but

we soon switched to a biennial date to keep things fresh, and to take some of the stress off the organising team. It seems to get bigger every year and we've had to move the location twice: from the paddock at Dunsfold to a big field behind the workshops, and from there to our current home at The Springbok Estate, which is a rest home for retired seamen. As you can imagine, sailors don't spend much time in houses, so they often don't have anywhere to go when they retire. The people at Springbok are fantastic and we couldn't wish for a better location. We rent the land from them, make use of their bar and always leave the site even tidier than it was when we arrived.

It takes a lot of people to put on a show like the Open Weekend, and it wouldn't happen without the Friends of the Collection's Social Section. A core of about 10 Friends take care of everything from printing the programmes to setting the fields out, and over the weekend that core expands to some 30 volunteers. We feed them in our own mess tent, and there's always a pot of tea on the go.

Even so, the task of sorting out all the vehicles and extracting them from the Collection falls to me, and I'll start checking them over in April/May. I know that 80% will fire up as soon as a battery is put on them. Equally, I know that some of them won't. The prototype L322 Range Rover, for example, will have its fuel pump gummed up with old

Facing page and below:
The Dunsfold Collection numbers more than 100 rare and one-off Land Rovers, which are augmented for the Open Weekend by dozens more from clubs and private owners



**"I'm obsessive
about having the
vehicles lined up with
military precision"**

petrol, which can never be fully drained. And the amphibious Discovery will have a stuck starter and a rusted-on clutch, because it was used on Lake Geneva in March 2013. So I'll be pulling the engine out to fix those.

For security and safety reasons, most vehicles have their batteries removed while they're stored, and in the months leading up to the show I'll have up to 100 batteries being trickle-charged in small batches. I tend to bulk-buy batteries in a useful size just before the show and then re-sell them straight afterwards. Unfortunately, even though the Springbok Estate is only a couple of miles away, all the vehicles have to be trailered there. We don't tax or MoT them while they're in storage, for reasons of cost, and some of the prototypes were never passed for road use anyway.

So, a week before the show, I'll start loading up vehicles and delivering them to the site. Last time, my old Discovery clocked up 80 miles just doing these two-mile runs – and it's only one of the tow vehicles. Happily, there's a valet company on the Springbok Estate and I can drop each display vehicle off there for a quick wash-and-brush-up before it's moved to the show site. I'm obsessive about having them lined up with military precision, and it rather annoys me that individual vehicles have to be taken out of the line for a parade or demonstration!

Running the vehicles is good for them, however, and it's good for the Collection too, because we hold a raffle of rides in our one-offs. On the Saturday night, Richard Beddall holds a 'money can't buy'-type auction and it will often raise £3000-4000. In 2013 one man bid £110 for a ride in the Forest Rover, so I took him out in that around the site and then, when it was safe, I let him have a drive as well. It's all very laid-back and informal.

I try to have some sort of theme at each Open Weekend, and this year will see the biggest-ever gathering of pre-production Series Is. We have 17 of the 20 surviving pre-pros coming from all over the UK, France, Holland and Germany. Even when they were brand new, there wouldn't

have been 17 gathered all together at the factory, so it truly will be a unique event. At the other end of the timescale, this year will be your last chance to have a ride in a new Defender, courtesy of Land Rover Experience London, who will be offering trips around our off-road course.

Yes, the weather can be unpredictable – I'll never forget the year a guy had his roof tent struck by lightning while he was sleeping in it – but everyone takes it in their stride. People come from all over the world; they even plan their weddings around our Open Weekend. I love it because it's always around the time of my birthday and it's like having a massive party with all your mates.

Nevertheless, getting ready for the Open Weekend takes a huge amount of effort, and I can only fantasise about having all the vehicles stored in a spacious and well-lit museum, where they stay clean and I can tinker with any of them without having to move half-a-dozen others beforehand – at present it's like trying to solve a Rubik's Cube.

But that's exactly why we hold the Open Weekend: to raise funds for that dream building, and to inspire others to get involved with saving our Land Rover heritage.

Dunsfold Collection

THIS YEAR'S Dunsfold Collection Open Weekend is on June 13-14 at the Springbok Estate, GU6 8EX. Adult entry costs £12 per day or £20 for the weekend, with concessions for children and OAPs, and camping is available if you book before 29 May – visit www.dunsfoldcollection.co.uk.

You can become a Friend of the Collection for an annual subscription of £35 (plus £10 to cover ALRC and MSA membership) and attend monthly get-togethers and social events. Details are on the website.



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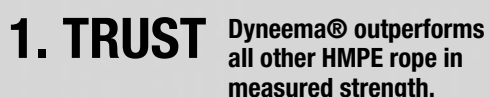
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The Big Picture

UPFRONT





VOYAGE OF DISCOVERY STARTED HERE

It is 1989. The venue is Plymouth Docks and the vehicle in the spotlight is destined to sell more than a million over the next 25 years. It is the launch of the original Discovery – and we reckon it looks as good today as it did back then.

Photographer: Paul O'Connor





TOPELESS SUMMER

Everybody loves a soft top Land Rover.
We take a look at three very different variants

Story: Patrick Cruywagen Pictures: Jonathan Jacob



There is something special about driving a soft top Land Rover in the summer. My first experience of driving one was in a bright yellow Defender 90 Td5. It had started out life as a hard top, but thanks to a soft top conversion kit imported from France it now looked a whole lot cooler. I was part of a convoy of Defenders heading up to northern Mozambique from South Africa. We were in search of white beaches, azure blue waters, good fishing and great diving spots. I was all alone in the soft top but I remember how the kids in the other Defenders begged their folks to let them jump in with me. They too wanted to experience the sensation of the wind in your hair and, no doubt, a break from their parents! At least they had hair.

When it came to picking a cover image for the magazine that I was working for at the time, my editor was only interested in using one of the bright yellow soft top Defender 90. If I close my eyes I can still see the exact image that we used. The Defender was racing along a red gravel track, which was lined with palm trees. The sea was in the background and the people driving the Defender looked as if they were having loads of fun. That issue of the magazine turned out to be a bestseller and I have no doubt in my mind that the soft top yellow Defender 90 had something to do with it. There is just something about a soft top Land Rover that shouts cool, fun, sunny summer days and I wish that I had one.

Now I find myself thousands of miles away at Burnham Overy Staithe, a quiet little harbour on the North Norfolk coast. The basic idea is to try and recreate that same type of scene with a soft top Land Rover and (hopefully) turn this issue of LRM into a bestseller. The only problem is that the English weather is about as reliable as a recalled Toyota. So as



Left:
Summer bling
from The
Thatched Garage

dark clouds loom large we decide in true British spirit to carry on with the shoot and see what happens.

It would have been easier of course to only bring one soft top Land Rover for this feature, but I wanted a fair representation of what is currently out there. So I went for something bling and expensive, plus something that an LRM reader would typically drive and something else that is a little different, yet still desirable. I'm guessing by my basic description you know which of the soft tops pictured falls into which category. Even by my own admission, I couldn't have found a more diverse line-up of soft top Land Rovers if I'd tried.

As I type this, summer is just around the corner. People around the country are preparing for long, hot days and short, warm nights. For those lucky enough to own a soft top Land Rover, this is your time.

Roll back the canvas and enjoy the ride. Summer is (almost) here.

Our current cover model (that is the Defender and



TMD

THANKS to Ben Digby-Clarke from TMD for loaning us his rather unique take on the Defender 90 SVX soft top. They have been in the Defender business for almost 30 years now and pride themselves on new premium products for your Defender. For more details see <http://tmdtuning.com/> or call 01825 841148.



“Roll back the canvas and enjoy the ride...”



not the driver Ella) was kindly provided by Chris Bishop from Bishops 4x4 in Peterborough. This red 1991 Defender 110 started out life as a station wagon with a 200Tdi engine under the hood. Life changed rather dramatically for it when a client in Mozambique asked Chris to build him a soft top Defender 110 for his beach lodge. They wanted something that would comfortably ferry clients to the lodge along deep, sandy tracks before taking them to the awaiting beach or boats.

As it would be heading to Africa they wanted something that was mechanically simple but still looked good, hence the choice of a 200Tdi engine as they are relatively easy to fix. Given it would be doing loads of beach driving and salty creek crossings a new galvanised chassis was vital. “Very little of the original Defender remains today. We have replaced whole sections of the body and put a lot of time, thought, effort and money into what you see here,” comments a windswept Chris, who has just spent the last two hours driving it to the photoshoot. He was brave to open the sides of the soft top before his 6am departure, but there are no complaints.

“As much as my face was freezing, I loved the drive here. The sides are so easy to roll up; you can use the zip or press studs. The great things about this vehicle is that the soft top brings its occupants closer to nature,” marvels Chris.

It’s only once you start to closely study what he has built that you truly begin to appreciate it. I have not seen another like it up until now. The roll cages and canvas are both bespoke creations. We all know that the early Land Rover 110s had split front and rear doors, and with this in mind Chris got rid of the full-size doors and had them replaced with half doors. Out of the three soft tops we have here for the shoot this might just be my favourite. Inside, its floors have been



rubberised so that you can just rinse out the sand and the salt water, and the nine seats are covered in canvas Escape Gear covers. No fuss, no sweat. Sadly it never made it to the lodge in Mozambique, instead it has spent the last five years of its life on a country estate here in the UK, where it is used for winter shoots and summer fun drives. It looks in pretty good nick for a Defender that's not garaged and works, plays and lives outdoors. Once they knew it would be staying on UK shores the 200Tdi was replaced with a tuned Td5. "We can now do long distances in it, plus I can cruise at 70 mph in it," explains Chris.

Over the years Bishops 4x4 have done many soft top conversions for clients but none of them look like this Defender. This might explain why we decided to use it for our cover shot. When cruising about on a hot day this is the kind of Defender you want to be in. Incredibly they have never removed the canvas roof, only the sides. Perfect for a day like today when the sun is somewhat intermittent and it looks like it may rain at any given second.

The second soft top in our line-up is a 1986 Land Rover 110 2.5-litre diesel. It belongs to Canadian James Davis and his Kiwi wife Georgina, who has joined us for our day on the beach.

James has christened his soft top Tembo, which is Swahili for elephant. The reason why this former soldier has chosen this name for his Land Rover is because it too is big, slow and thirsty. Unlike the other soft tops on our shoot James was able to remove the whole canvas on his in a few seconds. Before you could say Tembo he had the camping stove out and a pot of tea on the brew. James purchased Tembo in Calgary in 2011. Prior to that it had seen action at a British Army training base where it worked as the range control vehicle. It used to have a hole in the

This page:
Ideal for driving
to the beach on a
summer's day

firewall, which was from a stray round while working on the range. As these Land Rovers are rather rare in Canada, James snapped it up. Just before it was demobbed the army kindly rebuilt the engine and

gearbox. On the original soft top the tilt went all the way to the back, James has obviously made a few modifications since then. Though he grew up driving Jeeps this is not the first Land Rover that James has owned. When working in various African countries James would always purchase a Land Rover as there were no Jeeps about. He would then use it until his next posting, when he would sell it before moving on. Tembo, though, is here to stay.

"This is it, I am not buying another Land Rover. I now have a truck for life," says James.

While he uses Tembo as his daily drive, James is at his happiest when visiting remote parts of Africa. He shows me some satellite photos he has used to plan his forthcoming trip to Morocco. He will be travelling close to the Algerian border where the tour operators don't dare go.

When Tembo was first imported into the UK it was military green. When trying to cross into Morocco like this James was stopped and refused entry because of Tembo's colour. His mates had already crossed the border so they went and bought him some white paint and red dye and passed it to him through the border fence. James got the mix wrong and poor Tembo turned out bubblegum pink instead of red. Needless to say he will never live that one down. James removed the tilt on the back section of Tembo and using his Rambo-style sewing skills he modified the canvas section. It now only covers the driver and co-driver, and will keep a backpack behind the seats dry if it rains. As James is used to snow and extreme cold the canvas is only used between November and March in

"When cruising about on a hot day this is the kind of Defender you want to be in"





Above:
Simplicity is the
keyword inside
James' Land
Rover 110



the UK. He carries a tarp around the rest of the year so that he can cover the seats at night when it rains. Our photographer Jonathan Jacob quickly fell in love with Tembo and when we moved from the beach to one of the nearby greenlanes he managed to sneak a ride in Tembo.

I note that the only luxury items in the back are two 10cm thick mattresses. "You need to sleep comfortably when on expedition," James confesses. As I look closer, it was then that I also noticed a few spares, food boxes, cooking gear and a tee pee-style tent. James has kept it all simple and functional. We like that.

The final soft top in our line-up is a 2008 Defender 90 SVX pick up. It had started out life as one of the 60 years of Land Rover commemorative special edition Defenders that were launched in celebration of 60 years of Land Rover. Now it's barely recognisable due to a host of Tune My Defender upgrades. Ben Digby-Clarke, the Dealer Principal at The Thatched Garage, had kindly driven it up from their south coast base. It definitely looks like something you expect to be cruising the Brighton beachfront in search of some action. Ben was a little over-dressed for our beach shoot but his threads were a fair reflection of what someone that owns a £30,000 Defender would wear.

So what has changed on the SVX? The protection bar was removed and powder-coated black before being replaced with stainless steel fixings. Then the original hood was replaced with a custom made Mohair one. The only problem was that no one knew how to remove it and so sadly it had to stay on for the duration of our shoot. Then the big red letters on the side panels that read 500bhp are a dead giveaway that the 2.4 TDCi engine has received a few tweaks. Ben



“Nothing's more joyful than the wind in your hair”

Above:
Our convoy of soft tops explores a North Norfolk greenlane

told me that these include silicone hoses, performance filter, uprated intercooler, hybrid turbo and the must-have straight-through exhaust system.

The interior too has received a makeover. The Recaro front seats and Momo Nero steering will make you feel like you are taking part in the Defender Challenge or Dakar Rally. As for the dials they have been replaced by virginal white TMD ones. Something had to be done to bring this little pocket rocket's 20in Manta Nero wheels to a standstill. That something is a Tarox six-pot front brake caliper kit.

Continuing with the black theme, anything and everything on the Defender is colour-coded to this hue. This includes the front grille, side runners, rear X-member, chequer plate, mirrors, centre dash and steering guard. When it came to the lights though, Ben went for an LED upgrade, and if that was not enough, then fitted Lazer lamps to the front grille.

Lastly to help make this brick a little more aerodynamic, the Koni suspension system was dropped by two inches. While Ben's creation would not be following Tembo to Morocco, you have to admire what he has built. He has improved the look of something that was probably considered one of the better special edition Defenders ever. Yes, it comes at a price, but there are people out there eager for a premium soft top like Bens.

At the other end of the spectrum there are people like our Advertising Executive Steve Miller, who recently purchased a tidy soft top Lightweight for only a few hundred quid, proving that there is a soft top out there for everyone. You just need to go out and find it – after all there can be no more joyful experience than driving through the great British countryside in a Landy, with the wind in your hair and the sun burning the back of your neck – or your entire head if you're like me!

BISHOPS 4X4

MANY THANKS to Chris Bishop from Bishops 4x4 for loaning us his impeccable soft top Defender 110 for the shoot. Over the years Bishops 4x4 have done many soft top conversions for clients. If you fancy working on Land Rovers such as the one featured on our cover, they are currently recruiting Land Rover mechanics. Email Chris on chris@bishops4x4.co.uk or for more info on Bishops 4x4 in Peterborough see www.bishops4x4.co.uk.



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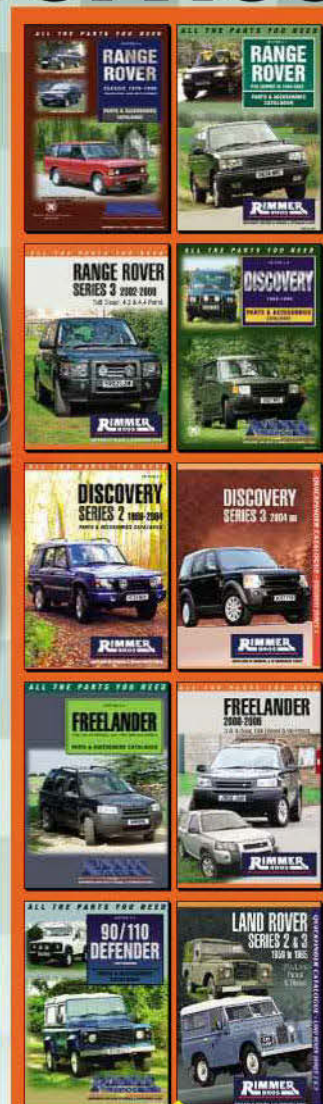
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A Defender that
offers generous
space and comfort
for all the family

ULTIMATE FAMILY CAMPER

Story and photos: John Dyer



Our Dormobile Defender 110, which we affectionately call Ruby, is far more than just another Land Rover. She has become part of the glue that keeps our family together, young and happy. Ruby offers us the means to an instant escape from the constant pressures of school and work. She gives us the opportunity to make time for one another and to enjoy each other. No other vehicle that I have owned has ever managed to do this. I suppose it does help that she is a Defender, the most versatile vehicle ever produced.

My children, Wilamena (8) and Martha-Lilly (15), just love everything about Ruby, especially the cosy interior. With a bed each, they both have their own space, like a tree house on wheels, it really sparks their imaginations and ours. Even if we just go away for one night in Ruby, it still feels like we have taken a holiday – probably due to the fact we've broken the routine of sleeping at home. It's camping made simple, you just turn the key and off you go. It's a wonderful thing really. I know I'm waxing lyrical about her but I do have one regret. Why did we take so long to convert her from a regular station wagon to a Dormobile Defender?

The decision to go down this route was a practical and cost-effective one. Camper vans are much in vogue at the moment with VW Danbury conversions enjoying a lot of positive press. Over the years I have toyed with the idea of a camper van and always decided against it because of the costs and practicalities. I simply couldn't imagine having three vehicles or not having my trusty Defender 110. Friends of ours have assorted campers including Bongos and VWs, but for various reasons they don't use them often. They complain that the children get too big and

don't fit into the top beds, or that they get too cold at night.

I purchased Ruby secondhand in 2004 with just 38,000 miles. Today she has covered 97k. Ruby was one of the last 12-seater Defender 110 County Station Wagons that Land Rover manufactured in 2001, this is why we wanted her. On one memorable occasion we drove from our campsite in France, to just across the border in Italy to grab a pizza. The Italians couldn't believe what they were seeing when 12 people climbed out and occupied an enormous table in front of the restaurant.

The fact that Ruby can carry loads of cargo is another reason why we bought her. My wife Jo and I are artists and we can pack an entire exhibition of framed artwork into the back, whilst the easels to display the pieces go onto the roof. We have done some huge exhibitions that sometimes attract audiences of over 900 people. When doing so in places like Monaco, the Defender sure looks funny parked among

Bentleys, Ferraris and Aston Martins outside the Hotel de Paris or Hermitage.

Ruby is not a vehicle that ever stands still, we use her all the time and all over the place. We really racked up the miles when living in Monaco for three years. It must have been comical to watch her attempt the hairpins and switchbacks – which at times required a three-point turn – almost always accompanied by a cacophony of beeping horns. She also came with us to Italy when we had a studio there. Needless to say that after a decade of working for us she was looking a bit tired. Water leaks had appeared, the roof lining was sagged and mouldy, doors rusted, and the children had long outgrown the rear seats.

Ruby had become a part of the family though, selling her was unthinkable. And how do you replace a 12-seater station wagon? A camper van perhaps? Or better still, a Dormobile Defender.

We investigated three options. The German



"We use her all the time and all over the place"





Ex-Tec lifting roof, the Swiss designed Safari-Equip and the Dormobile. One thing I didn't want was a Land Rover that was carting around a kitchen sink and associated camper van clutter for no good reason. All of the solutions were really clever but for me the original Dormobile design was by far the best, and it was also good value. After discovering that a lifting roof was only around £1000 more than replacing the mouldy headlining, I realised that not only would we end up with our dream camper van, but we would have a good as new Land Rover too.

The main aim of our bespoke camper van was to bring the family together and provide a vehicle with all the utility and space it originally had, but with the capability to feed and house four people and Digory, our sausage dog. Creating a 12 seater, four berth mobile art studio and B&B, the Dormobile conversion would be perfect.

Dormobile in Romsey, near Southampton, handled the entire bespoke conversion with real style and attention to detail. Ruby now has a Dormobile pop-up roof, which provides lots of headroom when fully extended, with two built-in full sized bunks. One of the bunks is placed slightly higher to make sure it will accommodate an adult without their weight causing the canvas to stretch and hit the steel of the roof conversion. And instead of fitting two Dormobile roof windows, a Land Rover sunroof has been installed to create more

Opposite page: The living area, with a bespoke fold-up table is big enough to seat the entire family come meal time and then transforms itself perfectly for sleeping with a double bed.

light. As well as proving a cheaper option, it also acts as a vent while sleeping or cooking.

Like the bunks, the roof is available in a variety of coloured fabrics, and I opted for red inside and white outside to provide a nice contrast but to also ensure it didn't cast any colour when I paint inside

the Land Rover. You can customise the canopy with your own design, fortunately I kept my head and resisted the urge to have a large Union Jack or one of my paintings pasted over it.

A leisure battery and split charger has been cunningly fitted under the passenger seat, next to the starter battery. And to ensure we can all see whilst camping, we have fitted interior LED lighting for each bed, rear and front passengers, together with USB charging points for further practicality. Moreover, with a highly capable, solid chassis we are able to picnic where no other camper van can picnic.

Under the rear forward facing seats Webasto Air Top 200ST heating has been installed with a thermostatic control in the back near to the door. This runs off the leisure battery for up to 36 hours and pumps diesel straight out of the main tank to burn and create heat. We have fitted silencers to the air intake and exhaust to make the system almost silent for other campers.

The heating is incredibly efficient and with a few of the summer evenings often dropping down to 12 deg C, it keeps us warm all year

round. It also means we can brave the snow and hail, and get away during those depressing winter months. It's a wonderful way to get the family together and escape modern day living, allowing us to make simple food, play boardgames, chat and snuggle. It's what being a family should be.

The next task was to upgrade the three rear seats, as the original Land Rover items didn't have high backs, which weren't very safe for children. We also needed to fit a full width futon to give us the flexibility of a pull-out double bed. Exmoor Trim did a superb job – a platform made of plywood is stowed under the cushions of the rear bench seat and extends out to make a platform for the futon to sit on. The space underneath takes all our belongings, and offers incredible living flexibility.

As Ruby has a rear wash wipe space is limited, so Dormobile built a bespoke table that folds so it fits onto the rear door. The two rear three man bench seats in the Defender make the perfect benches for this table – it's almost as if Land Rover should have always equipped their 12 seater station wagons with this. set-up of table. It can also stand outside the vehicle on its supplied tripod foot. With a small gas stove that's housed under the rear seats and a collapsible kettle we can get a brew on or whizz up some pasta in a second.

A new windscreen and seals were also fitted, the gutters repaired and resprayed where necessary, and a chequer plate added to the bonnet and wings, together with a front roof rack and curtain track all round.

Dormobile can carry out conversions to Land Rovers new and old to make it your perfect camper van

“For a little over £6000 we have a new camper”



ABOUT DORMOBILE

THE COMPANY was originally called Martin Walter, named after the family that started making harnesses in the late 1700s. They progressed to carriages a year later, and by the early pre-first world war years were selling a number of different makes of car and commercial vehicles.

Production continued, albeit with difficulty due to the shortage of materials, so they produced products for export, which stood them in good stead during the 50s and 60s.

When the development of the motor caravan stemmed from the Bedford CA, it quickly became the mainstay of the travelling salesman and delivery driver. And when Walter found out that people were sleeping in the vans at the weekend, they introduced the folding seat design, which was patented and named Dormatic.

This created the demand for the addition of a stove and sink, the patented Dormobile roof with two bunks gave the CA a 4-berth capacity. Although production figures were lost in the demise of the company, photographic evidence shows over 10,000 conversions were produced using various makes of vehicles.

The development of different products flooding the recreational market, led to the last motorhome conversion in 1984, and ten years later the collapse of the company.

To cut a long story short the Dormobile name and goodwill were purchased from the Official Receiver in 1999, before it was sold to SHB Hire Group in 2002.

Dormobile, specialises in the supply of spare parts to the original Dormobile vehicle market, and offers conversions of new and older Land Rover vehicles. For more details go to the website www.dormobile.co.uk or phone 01794 830831.

Dormobile also fitted a special detachable bar to the back so we can still take our full sized Old Town canoe. The canoe fits on the Dormobile Brown Church front roof rack and extends over the pop-up roof to rest on the bar on the back. It's very simple, but extremely durable.

The rear bar also makes a brilliant support for a rear awning. We have an Outdoor Revolution Cayman Tailgate 4x4 freestanding awning that we use on longer trips to create more space, whether that's for dining or for storing items whenever we leave the campsite for a day.

So for just over £6000 we have a new camper van converted from a base vehicle that we know, love and trust. It's absolutely perfect for our family. We could have spent less, but we took the opportunity to make repairs, getting her back to her former glory, and the heating system means we can use her all year round. Afterall, we want Ruby to last as we have so many adventures planned.

If you have a Land Rover and fancy a camper van, you don't need to look any further, you already have the basics. Ours has been the subject of much admiration and we're having a huge amount of fun as a family. Dormobile can convert 90s too so don't despair if that's what you have sitting outside your house. Whether I'm cooking on the bonnet, the children are playing musical instruments from the roof or Jo's painting, the Defender allows every member of the family to indulge in their favourite pastime.

And then, come the evening, when we're under the stars with our steaming mugs of hot chocolate and the promise of a warm, snug bed to climb into, it seems that nothing in life is quite as rewarding as our Defender.



Ruby is officially the 1000th Dormobile to join the Dormobile UK club, and is no doubt used and enjoyed as much as its fellow siblings



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DREAM DISCO

Daniel Coleman builds the ultimate summer expedition truck

Words and photographs: Patrick Cruywagen







Summer is coming and electrician Daniel Coleman cannot wait. In a few weeks time he will be taking his meticulously-prepared 2004 Discovery 2 Td5 ES Premium, on a dream trip into Spain's Catalonia mountains. His partner Jayne Hardeman, a recent Land Rover convert, will be joining him on his Spanish sojourn. To Daniel this is what owning a Land Rover is all about: "I can just chuck some food and clothes into the back, then head off on a trip. I don't need to plan much as everything is already there."

When you sit in the shiny black leather driver's seat of his Discovery, you could be forgiven for thinking that this is nothing special. That is until your eyes start to notice the many small interior changes. There is a President CB radio on the dash with a Garmin 62S GPS next to it. I would later find out that Daniel is a keen outdoorsman who likes to partake in the odd bit of shooting, greenlaning and expeditions, when time and money allows for it. This probably explains his choice of GPS. Something light and portable with very detailed mapping software.

The clock unit on the dash has been removed and replaced with an ARB Hi Output Compressor switch with an Ashcroft rear locker switch right next to it. Capability is obviously important to Daniel. I then notice that the rear air suspension button has been modified to include a running light. I also see that the cup holders are NAS-spec and that Daniel has installed a cubby box safe. No one



likes to get robbed of passports and cash while they are away.

As Daniel doesn't smoke, the cigarette lighter has made way for a more practical USB port. The interior lights too have been changed and are now of the LED type. So, in actual fact the interior is anything but standard. All of these changes – initially barely noticeable – have been made to help turn his Discovery 2 into one of the smartest examples of an expedition truck I have ever sat in.

However, if you want to truly appreciate what Daniel has created, you need to get out of the comfortable leather seat and take a few steps back. This Discovery truly looks as if it can literally go anywhere.

Shows are a great place to find Land Rovers that could potentially make good magazine features. The only problem is that when you walk around a show, most of the noteworthy Land Rovers have already been featured elsewhere. When I first saw Daniel's truck standing outside the entrance to the recent Donington 4x4 show, I thought it was the same Discovery 2 that we had on our March 2013 cover. It had the same tyres, bumper and spots, it was also the same colour. But upon closer inspection it had a different interior, owner and it was also a newer model with the classier looking headlights.

I straight away knew that loads of work and thought had gone into building it and so I asked Daniel if he would like to be featured in a summer issue of LRM? His partner Jane interjects: "Whilst building it he told me that

"Daniel's Discovery is a right old show-stopper"



THANKS TO

Barry and Ben Baker from Flatdog UK.
For more details see www.flatdoguk.com or tel 01427 616 200.
Gary Wood from Alive Tuning.
For more details see www.alivetuning.co.uk or tel 01472 812900.
Phil and Savi from Spanish 4x4.
For more details see www.spanish4x4.com or tel 07792569061.

his dream was to have it featured in a Land Rover magazine, but he would never ask them, they would have to ask him." Well Daniel's dream had just come true – and why not, as his truck is a right old show-stopper.

Daniel Coleman is no different to any other Land Rover-loving 20-something-year-old. He grew up on the edge of Scunthorpe, north Lincolnshire, where Land Rovers and more specifically, the Discovery, dominate. His dad Glyn, an HGV mechanic, has owned a 200Tdi, 300Tdi and a Td5 Discovery. He used them to tow the caravan and pack mum's tandem bicycle in the back, he eventually upgraded to a base spec Discovery 3 TDV6.

It was around this time that Daniel decided to move on from his Freelander as he found it somewhat restrictive. He bought dad's Discovery Td5 and joined the D2 Boys Club. They took him on a local greenlaning trip and Daniel was hooked. He then started to make minor mods to his Discovery. These soon became major mods such as adding a steel bumper for protection when visiting pay and play sites.

In 2013 Daniel jumped into a mate's Discovery 2 and they went overlanding in Spain for a few weeks. He now wanted his own expedition truck but as the chassis on his Discovery 2 was rotten, he decided to purchase another one, which is the one you see featured here. With this began the process of creating his dream Discovery. Where did you start? "It evolved a little from my old one really. I have always wanted an ARB bumper and managed



Daniel grew up with Land Rovers, and after several greenlaning trips soon became addicted

to find a new one. That was my starting point," explains Daniel. One cannot argue with the fact that the ARB bumper definitely gives his Discovery that 'don't mess with me' look. After fitting the bumper, he then added several bits of underbody protection.

I ask Daniel where he purchased most of his accessories? "Barry Baker at Flatdog UK, which is just up the road from me at Gainsborough, and always really good to me. I regularly head over there to have a browse and a chat. The more I go there, the longer my ARB parts shopping list seems to grow," laughs Daniel. As I walk around his Discovery I notice that Daniel must be Flatdog UK's best customer. He has slapped on one of their roof racks, an ARB rooftop tent and a two-metre ARB awning. Surely all gear this gear on

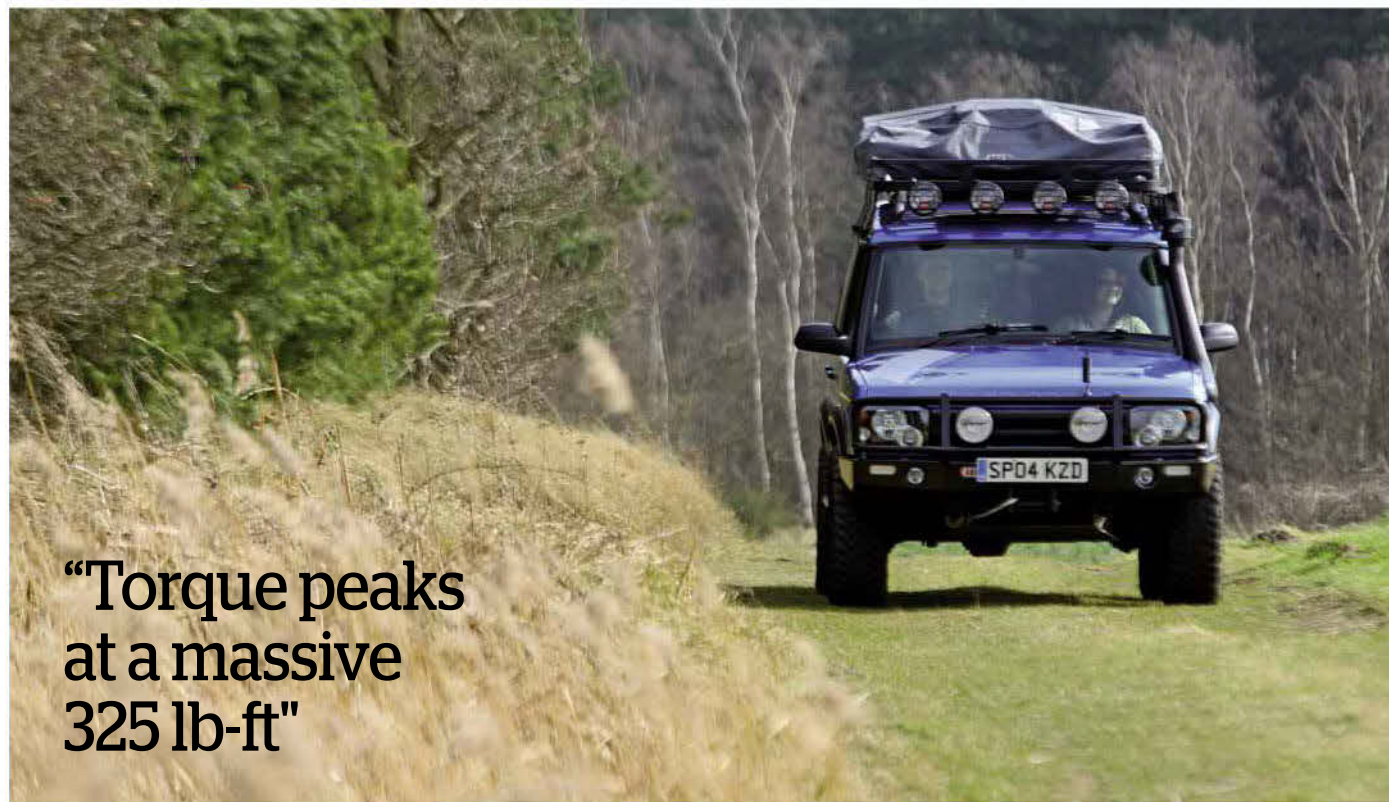


Apart from the full stage three engine tuning, Daniel has fitted all of the mods himself

the roof must have some sort of influence on fuel consumption? "Since adding all the bits my fuel consumption has dropped to about 20 mpg. This overland dream of mine has really just got out of hand," confesses Daniel.

He has also added several personal touches to his Discovery. I have never before seen anyone fit a Donaldson Top Spin to a LR Centre Safari style snorkel. You can't buy the tops in the UK and I have to admit that it looks much better than the more common clear bowl snorkel tops.

Incredibly Daniel has done all the work on his Discovery himself with Dad offering advice as and when needed. The only thing that he did not do himself was the full stage three engine-tuning package. This was the left to the expert Gary Wood from Alive Tuning.



“Torque peaks at a massive 325 lb-ft”



The package includes an ECU remap, bigger intercooler, boost box, silicone hoses and a full stainless steel exhaust. The package has the potential take the bhp to the 250 mark but they instead placed a 172 bhp cap on it. There is nothing reserved about the torque though, it peaks at a massive 325 lb-ft. Daniel is happy with what Gary has done to his Td5. “Despite the weight on the back end, it drives just like a normal Td5 would. You need to remember that this is not a high performance truck,” claims Daniel.

The one thing that never leaves the Discovery is the Nanocom diagnostic tool, Daniel feels that it is the best thing he has ever bought. “I am no expert, but I do know my way around a Td5 Discovery and nothing on it really phases me anymore. I am able to fix most things thanks to my diagnostic tool,”

explains Daniel.

The D2 Boys Club has been an invaluable source of information and support to Daniel. He likes the friendly banter on their forum and feels like all the members are like one big family. As a recent Discovery 2 owner I might too have to join that club.

When creating a go-anywhere Discovery with all that added extra weight and performance, suspension tweaks are a must. The standard rear air suspension was retained with a slight modification, 40mm air spring spacers were placed underneath the rear airbags. The rest of the suspension was completely changed: he put Terraforma Prosport +3in shocks all round and used Terraforma 2in HD front springs. Flatdog UK provided the extended bump stops. When I parked my standard Discovery 2 next to it

was impossible not too notice the difference in suspension set-ups. Mine felt and looked a lot closer to the road. When we did drive around in Daniel's there was no excessive body roll, nor did it feel unstable when cornering hard. Though it's coping with the weight for now, Daniel is already looking at other suspension options.

What his suspension set-up had done is allow for bigger tyres and while he has kept the 18in wheels, he has opted for 275/65/18 Coopers STT tyres. The main problem with running a mud tyre is that if you are using the car as your daily drive or cover great distances, then an AT tyre might be a better choice. Daniel concurs.

Last but not least I did allow myself a peak in the boot space. It looked as if it had been prepared for an army inspection. As I poked about Daniel stood at attention. A dog guard ensured that nothing flew into the front section of the Discovery during heavy braking. It had full window guards in the rear section, an ARB Outback drawer system, an ARB fridge plus slider, two wolfboxes and a Mantec load lugger shelf. Everything was perfectly packed where it belonged. This Discovery 2 was fit for the Queen. Provided she was going overlanding of course.

I have only mentioned some of the major changes that Daniel has made to his truck. I could probably fill the magazine if I included everything. People are quick to say that the Defender is the ultimate expedition truck due to its simplicity and aesthetics. I have been down that road and if it is comfort and bang for your buck that you are after, think again. Some argue that the Discovery is the thinking mans Defender. I say they are both great overland options.

What Daniel has shown us is that with a little thought and a whole lot of cash there is no reason why you cannot turn the Discovery 2 into the ultimate expedition truck. I have absolutely no doubt that his truck will be turning a few heads in Catalonia.

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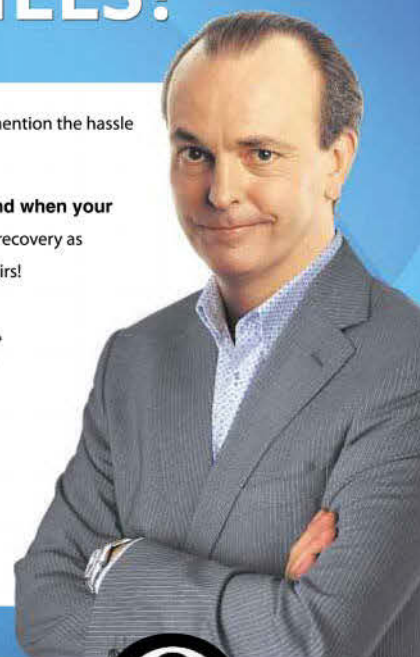
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DREAM MAKER

He always dreamed of having his restored
Range Rover featured in *LRM*.
Here's how his dream came true...

Story and photographs: Alisdair Cusick







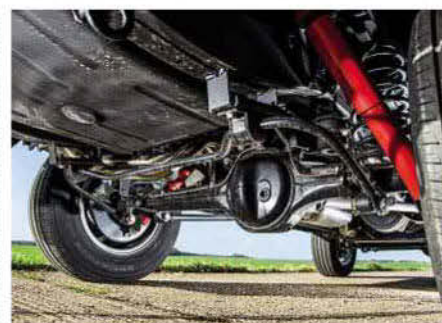
You might think the world is a big place, but you'd be wrong. Actually, it is remarkably small - especially when you're talking about the wonderful world of Land Rovers. I received a call from JE Engineering recently, about a project they had on the go for a client in the Middle East. It sounded great, so I immediately got in touch with editor Dave to fill him in on it. Bizarrely, not only did Dave already know about the vehicle, but he also knew the owner's name, and everything else about the project.

You see, the owner - a well-known former customer of JE Engineering and hard core Land Rover enthusiast - also happens to be a huge fan of LRM. Having given the go-ahead for his dream rebuild, he simply couldn't miss the chance of achieving another of his dreams: to have his own vehicle featured in the pages of his favourite magazine. Unbeknown to JE Engineering, our man in the Middle East couldn't resist getting in touch with our editor to ask the question. Here then, was someone on one side of the world, commissioning a rebuild of a car on the other side of the world, and two people on his favourite magazine both knew about his story, and his vehicle. The world of Land Rovers is indeed small.

Our story starts when the owner decides he wants someone to build his dream vehicle, a classic Range Rover. He chose JE Engineering



This page:
Every bit of this car - even the heater controls and underside - look brand-spanking-new



as they had restored another vehicle for a family member. JE are a Coventry-based company that, to many, are the only remaining Land Rover tuning company with real heritage. Their work with V8 engines is almost a legend in itself, creating their 4.5 litre 'Dakar' conversion, and latterly the 4.2 version of the Rover V8, used in 1992 by Land Rover in the Range Rover LSE. They have also built some superb restorations and modified vehicles, restoring Prince Charles' two-door, not to mention their 'Zulu' 500bhp Supercharged V8 Defender - the bona fide world's fastest Land Rover.

They were the perfect choice to handle the project, but due to a new hook-up, weren't the only people involved in the build. Restoring Range Rovers is no easy task these days. Parts

availability is a real headache, and there's only a handful of companies who have the bits, know the cars and can do a proper job.

One rising star in recent years is the Oxfordshire-based Kingsley Cars, who have produced some wonderful vehicles that we've previously featured in LRM. JE have shied away from restoration in very recent years, purely because of the parts problems, but are very proud to announce they're now linking up with Kingsley Cars for restoration work. Now, you can get a vehicle that had been restored by Kingsley – who sort the body, chassis and interior – but is engineered by JE Engineering, who will be responsible for the engine, drivetrain and suspension, plus any modernisation of the vehicle. This is the first vehicle produced under the pairing.

Fully briefed then, a suitable spec base vehicle was sourced by JE. In itself, this wasn't your normal donor car, with lacy bodywork and mice-eaten trim. No, they found a 1982 In Vogue, with just 21,350 miles on the clock, and it was everything the low mileage suggests.

We all know the story of the In Vogue: Land Rover produced a one-off special with customisers Wood and Pickett in 1980, which

was a test of the luxury market. Vogue magazine then borrowed the prototype for a photo shoot for Jaeger in Biarritz, and surprisingly for Solihull, response from the public was huge. A run of 1000 was produced in 1981, in the original prototype blue (a Metro colour). A second run chased that of automatic models in August 1982, in Nevada Gold or Derwent Blue, and a final run of 325 in 1983, in Derwent Blue.

Many people would have bought such a rare model and kept it just as it was. But not our man, who had other plans. He wanted it to be the best possible, and so work began.

Such was the excellent condition, the body didn't need to be separated from the chassis, nor did anything serious have to be welded. The chassis was stripped, cleaned and treated with Dinitrol corrosion protection, and all the body panels were removed for respraying. Inside, the body was fully soundproofed with Dynamat.

The original brief was just to repaint it, add air conditioning and possibly some suspension upgrades, but after educating the owner of the possibilities, things moved on. "Because of where the car was going to be used, we

"He wanted it to be the best possible"





thought the original engine might feel a little lacking" says David O'Connor from JE. "We ended up taking it up to 4.5 litres."

After cleaning, the original 21,000-mile block was bored and stroked to 4.5, getting Top Hat liners along the way. A JE 101 cam and JE Sports heads – using bigger valves – went on, and everything was fully balanced, as are all JE Engines. Twin SUs went on the top to supply the fuel. Due to the hot climate, a 4.2 radiator went at the front, and a hot climate fan.

The gearboxes were next on the list. The second In Vogue used a Chrysler three-speed automatic gearbox – the first factory auto option. Renowned for being bulletproof, but having the largest ratio jump in the world from 1st to 2nd, there was clearly room for improvement. That came in the shape of the ZF four-speed, and an LT230 transfer box, similar to the set-up in later early Efi Range Rovers. "In keeping with the initial idea of looking standard, we kept the Chrysler shift lever, altering it to work with four forward gears" says David.

Axles were rebuilt, and a bespoke stainless steel exhaust was manufactured, made to fit around the original gearbox crossmember, and to keep the original tailpipe design. The brake system was renewed, with new servo, copper pipes and vented discs.

Suspension called on JE's past knowledge, using Koni dampers, Police spec EFI springs, with factory bushes for a compliant ride on the 235/70/16 tyres.

Meanwhile, Kingsley Cars had done their magic on the chassis and body frame, the bodywork was repainted, and the final assembly took place. A bespoke air conditioning system was then fitted, which JE made to fit the original (non-air con) dash, again, on the customer's 'original looks' brief. Clever bits in the passenger footwell mean the eyeball and dash vents are fed with cool air, without needing to alter the depth of the shallow glovebox.

The end result is, as you can see, fabulous. Straight panels, with a mile-deep gloss that



looks like the paint is actually wet, and fluffy, luxurious carpeting – the original interior from the donor car – would delight any Concours judge. On the move, the project really shows its forte. The ticking of the fuel pump pre-empt the engine firing, settling into a rounded, deep burble that is neither loud, nor boy racer. The note is pure purposeful Rover V8, and acceleration is smooth, effortless and always on tap.

The car's ride is remarkable too; those factory bushes keeping the famous 'Magic Carpet' ride intrinsic to the model, but the old school-style springs mean roll is amply tamed. This is a car you could drive in total comfort, all day long, and feel very special while you are at the pedals.

Without a doubt, Kingsley and JE Engineering each are masters of their respective fields, and if this car is anything to go by, the possibilities are very exciting, indeed. They've taken the best bits of a great car, and given them a subtle, knowledgeable twist to make go as well as it looks.

As a postscript, just as I type this, the vehicle

is about to be loaded and shipped out to it's very lucky owner. He has already had a brief drive of it, on a visit to the UK, and as absolutely delighted with the realisation of the project. So much so, he's just ordered a brand new L405 Range Rover – through the newly formed Special Vehicle Operations (SVO) division of Land Rover – specified in Navara Gold paint to match his dream Classic.

If you're sharp, you may have realised another coincidence there: SVO are at Ryton, Coventry, which is about half a mile from JE Engineering in Siskin Drive. What was I saying about it being a small world?

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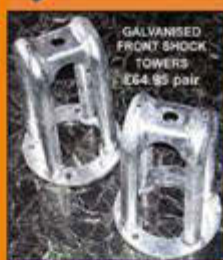
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Greenlanes of **BRITAIN**



A photograph showing a line of Land Rover vehicles driving through a forest on a muddy path. The lead vehicle is a Land Rover Defender with its headlights on, and its license plate is T79 TKS. The path is narrow and surrounded by tall grass and dense evergreen trees. The scene is captured from a low angle, emphasizing the rugged terrain.

SOUTH OF THE BORDER

Once a year they open up Northumberland's glorious Kielder Forest to raise funds for the local Mountain Rescue team. Tag along and you may even see a ghost...

Words and photography: Hils Everitt





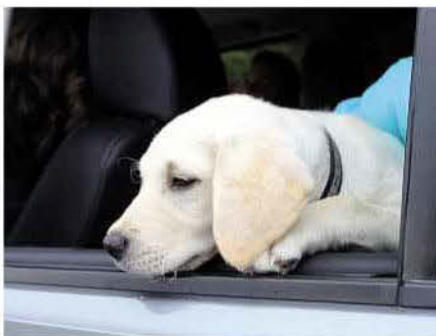
“It was all plain sailing... until one of the drivers took his eye off the ball”

Northumberland is, sadly, one of those counties that gets rather forgotten. It sits at the farthest tip of England and is often regarded as that bleak bit you bypass on the way to the lowlands and, ultimately, highlands of bonny Scotland. This is border country, often associated with the industrial sprawl of Tyneside or the bleak moorland of the Cheviots Hills, which many dismiss to their detriment. Northumberland certainly should not be forgotten. It may not boast huge mountain ranges and an abundance of eerily atmospheric lochs, but it certainly hides delights that are worthy of the attention of anyone who covets a stunning day's greenlaning.

To the north of the county, almost in Scotland itself, is a beautiful area of vast open space within which sits the glorious Kielder Forest. It's here that a regular 4x4 Safari is held in conjunction with the Forestry Commission, which owns the land, to raise funds for the Northumberland National Park Mountain Rescue Team. Anyone with a roadworthy 4x4 can take part in this privileged event tackling normally out-of-bounds forestry tracks of the northernmost reaches of England.

The Kielder 4x4 Safari is extremely popular and attracts many vehicles, so it's advisable to book early to avoid disappointment. The day we joined the throng, there was a large collection of 4x4s lined up in the car park that wouldn't disgrace a typical Pay 'n' Play day. The beauty of driving on private land, with full permission on well-defined tracks, is that you can take a lot of vehicles but without fear of reprisals or overt damage.

We all met at the lovely, understated Kielder Castle. It isn't actually a castle as such, built in the 18th century by the Duke of



Northumberland as a hunting lodge. It is now a visitor centre complete with exhibition, gift shop and tea room. Rocking up at an early hour, we found drivers tucking into a hearty bacon roll, included in the £60 event fee, washed down with a proper big mug of steaming tea. A welcome sight on a cold, misty autumnal day. Our host and chief organiser Ian Flint delivered the day's briefing and safety advice, before introducing us to the Northumberland Mountain Rescue Team and their magnificent Defender 130, who would ensure we all remained safe and well.

There was a plethora of Land Rovers to join the 130, ranging from a retro 1990 110 pick-up in military green to a shiny 2005 Range Rover. In between, we were joined by an impressive turnout from the Discovery 3 Owners' Club, ranging from a bevy of D1s to various 90s and a lone Freelander 2.

Ian had said that most of the tracks would be fine for all vehicles, although the Freelander 2 might have some underbelly issues and the Range Rovers' wider tyres might snag on some ruts, but whatever route you took, no-one would miss out.

Even the drive to the meeting point at the Castle is stunning. From the south, the winding road towards Kielder Water was wonderful bathed in the early morning light, with barely a sign of civilisation. The landscape was serene, open and quite glorious, and we had it all to ourselves.

The Kielder 4x4 Safaris can cover anything from 50 to 70 miles in a day. Ours begun by turning left off the road from Kielder at Ravenshill. Our long convoy trickled along the easy muddy tracks through a forest as a heavy mist hung over the rich hues of the pine trees and deep rusty-coloured bracken.

Ian led the way in his Discovery 3, fully



KELDER 4X4 SAFARI

KIELDER 4x4 Safaris raise money for the Northumberland National Park Mountain Rescue Team. Our event raised £900 for the team and also converted many novices to a life of organised greenlaning!

If you want to join one of the many events held in 2015 and 2016, visit www.kielder4x4safari.co.uk for dates and details or call 0844 588 9965. A day's safari in Kielder Forest costs £60 per vehicle and includes breakfast at Kielder Castle for the driver.

NORTHUMBERLAND NATIONAL Park Mountain Rescue Team was established in 1960 by voluntary wardens after two shepherds died of exposure in the Cheviot Hills after returning from market. There are now around 50 full team members.

For more information or to make a donation to the Northumberland National Park Mountain Rescue team visit www.nnpmrt.org.uk or www.northumberlandnationalpark.org.uk.

NEARBY RECOMMENDED campsites include Kielder campsite (www.kieldercampsite.co.uk); Borders Forest Park (www.borderforest.com); Bellingham Campsite (www.campingandcaravanningclub.co.uk/campsites/uk/Northumberland/hexham/bellingham); Kielder Caravan Park (www.visitkielder.com/caravan-camping/kielder-caravan-park).

A list of nearby hotels and B&Bs is available at www.kielder4x4safari.co.uk

Most of the tracks were very well maintained



equipped with laptop, OS map and CB to keep in touch with strategic drivers en route and the guys from the Forestry Commission. "I used to do these trips in my 2008 G4 110, which was fantastic, but sold it recently, more's the pity," confessed Ian with a touch of dismay in his voice.

Our convoy weaved its way to Paddock Burn and Crag Head with only the odd fallen tree (soon cleared) blocking the way. There are so many routes to take, but Ian had a plan although that can change if forestry work gets in the way or conditions have deteriorated. "We thought we might have snow for this; it was forecast, which would have been great. We had a lot of fun in tons of snow last winter. My G4 loved it," laughed Ian.





“Kielder is
Europe’s biggest
man-made forest”



Spot the odd one out!



There was nothing to tax the Freelander 2 nor the Range Rover's sidewalls, apart from the odd tree that had been tossed onto the route during the harvest for Christmas. At 250 square miles, Kielder Forest is Europe's biggest man-made forest. As such these events attract drivers from all over Europe. Whether you're a fan of managed forests or not, you can't fail to be impressed with its beauty and the endless miles of pines dominating the landscape in great, thick, lush clusters.

A mist still hung heavy in the air, interspersed with rain, making the already greasy ruts more slippery. A fine array of low-slung SUVs on their road tyres however, were coping fine, despite the odd minor deviation from the straight and narrow. The eerie atmosphere conjured up thoughts of the ghostly maid purported to haunt the Castle – last spotted during a navigational event at Halloween, apparently.

We wound our way towards Bewshaigh where the convoy had to split in two to accommodate a low-slung Nissan. "The X-Trail needs to avoid the ruts further down," explained Ian. "So, we'll leave them at the crossroads to follow the gravel track; the Mountain Rescue boys will lead their way." We ventured towards what turned out to be a gentle descent but through some pretty gloopy, large ruts that resulted in some axle articulation from the Land Rovers and caused a Freelander 2 to slide around joyously. Even one of the D2s seemed to make contact, although that was probably due to a slightly wayward steering decision.

It was pretty gloomy at this point as we reached the depths of the forest and headlights were blazing to pick out the terrain in the inky blackness created by the dense, green canopies of the pines.

Once out of the rutted forest, the convoy arrived in the vicinity of Dinmont Lairs, south of Elson Fell and Capon Holes. The tracks here were accommodating and straightforward and soon led to a well-defined path towards While Fell, running parallel with Bloody Bush Road and Akenshaw Burn – we'd love to know the story behind those names.

Having met up with the Mountain Rescue 130 and Nissan to reform our single convoy, we headed towards Ferry Knowe. Ian announced



that we were close to a quarry where the guys in the more adept 4x4s might have some fun, depending on conditions, before taking lunch at Hawkhope Dam Car Park.

There was some pride at stake among the Defender 90s that wanted to tackle the disused quarry and one or two tried to scale the ridiculously steep, narrow, grassy and completely sodden ascent. Only one made it, and even then it took three attempts with its Tdi lump roaring itself hoarse and the Discoverer STT Cooper tyres spinning at the max. It was a superb effort and encouraged cheers all round; the Mountain Rescue guys were very impressed after hedging their bets that he wasn't going to make it.

The time then came for some gentle descents through more miles of forest roads, leading the way to our waterside lunchstop. This is off the main tourist beat and is one of England's best hidden secrets.

The afternoon session led us to Anderson's Plantations, where the colours were stunning

and the tracks lush and grassy before getting to the long straight track along Haircon Moss. The mist had returned, albeit at a higher level, so we could see the black hills rising behind us in our rear view mirrors.

The tracks were very gentle, and none of the vehicles encountered any problems. After wending our way through the forest it was getting rather dim, so headlights were blazing again as the convoy reached the zenith of the day on the top of Highfield, alongside the remnants of former moorland with the debris of tree-felling all along the way.

We passed by Comb Hill (where there is reported to be the wreckage of a Lancaster bomber buried among the trees) as we skirted Blackburn Common. Before Kielder Forest was expanded with extensive managed planting, this area used to be all open moorland, so typical of Northumberland. The day was drawing to a close and there was a relatively easy, muddy but well-defined track to negotiate before the long drive along the excellently-maintained gravel tracks back towards Kielder Castle.

It was plain sailing, until one of the 90 drivers took his eye off the ball and slid off a flat, exceptionally greasy track, landing in a ditch and subsequently blocking the route. Ian and his team of experts took a while to winch out the driver (who was still grinning at this point) after clearing a way for the rest of the convoy to inch past and get back to the comfort of their tents, hotels and B&Bs.

Fortunately, it was the only mishap on what was a glorious day at Kielder. We didn't even mind the poor weather. The driving and scenery, when we caught glimpses of it, were breathtaking and we felt so privileged to be offered the opportunity to drive through such a magnificent Forest whilst raising money for the Mountain Rescue Team. Our thanks go to the Forestry Commission for their generosity in allowing access.

Home to England's largest manmade woodland, Kielder Forest Park alone is a good reason for visiting Northumberland. Join the Kielder 4x4 Safari and you're guaranteed a grand day out in your Land Rover! Beside, what's there not to like about off-road adventures and pitching your driving skills and vehicle against like-minded enthusiasts?



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59 PLATE DEFENDER 90 KBX PUMA TDCI COUNTY STATION WAGON In Rimini Red metallic with contrasting Black interior, New KBX grill kit, Genuine Boost alloys fitted with new BF Goodrich All Terrains tyres, Tow pack, Rear bulkhead deletion, Just had a major service inc 12 Months MOT, Fully Waxoyled **£18,995**



63 PLATE DEFENDER 90 COUNTY 2.2 TDCI XS In Orkney Grey metallic with Black roof and spats, Black 1/2 leather interior, Boost alloys, Air conditioning, Heated screen, XS Side steps, Leather steering wheel, SVX style grill and additional spot lights in headlight surrounds, Load area soundproofed, Stunning condition, as new only 4000 miles **£25,995**



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62 PLATE DEFENDER 110 2.2 TDCI In Zermatt Silver Metallic with contrasting custom made Beige quilted leather interior, 15,000 miles, 1 Owner, Overland storage system in rear, Genuine snorkel, Just had a major service, Fully Waxoyled, Stunning condition and spec **£21,750 + VAT**



1984 DEFENDER 110 2.5 PETROL In Mid Grey with Limestone roof. This vehicle has undergone a full nut and bolt rebuild including galvanised chassis, Powder coated wheels, 5 new tyres, Gas shockers, Long range fuel tank, Bulkhead deletion, Techno trim seats, Fully serviced, 59,000 miles, 2 then 4 wheel drive trans box, Free wheeling hubs, 12 Months MOT, Stunning condition with second to none attention to detail **£24,995**



2007 DEFENDER 110 TDCI HARD TOP WITH SNOW PLOUGH In Fuji White with Grey interior, Just had a mechanical & cosmetic overhaul, Wolf wheels with BFG Mud Terrains, Black checker kit, Twin roller shutter hard top side with internal shelves etc. 12 Months MOT, Fully serviced and Waxoyled, Ideal winter vehicle and ready for work **£12,995 + VAT**



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1990 DEFENDER 90 2.5 N/A in Drab Oliver Green with contrasting Black interior, 50,000 miles, Black checker kit, New A/T tyres, Fully re-painted, New Seating, 12 Months MOT, Fully Waxoyled, New timing belt **£9995.00**



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52 PLATE DISCOVERY TD5 MANUAL In Alveston Red metallic with contrasting interior, Just converted to Off Road spec using all new parts, +2" suspension lift, Snorkel, Heavy duty shocks, 265 Mud terrains on Black mods, Steering guard, Roof light bar, Hilight conversion, Fully serviced, 12 Months MOT, Fully Waxoyled, Great winter vehicle **£7995**



04 PLATE DISCOVERY TD5 MANUAL In Epsom Green Metallic with contrasting Black interior, 6 Spoke alloy wheels fitted with BF Goodrich All Terrains, A/C Climate control, Factory fitted roof bars, Just had a major service inc 12 Months MOT, Fully Waxoyled **£7995**



2000 DISCOVERY 4.0L AUTO LPG CONVERTED In Alveston Red metallic with contrasting Grey interior, 64,000 miles, Twin factory fitted sunroofs, 20" Stormer alloy wheels, Sport side vents, Stainless steel side tubes, just had major service inc 12 Months MOT, Fully Waxoyled **£8995**



2001 DISCOVERY TD5 ADVENTURER PICKUP In Vienna Green Metallic, This vehicle has just been converted to a new tray back, All new suspension, Self levelling rear, new wheels/tyres, full service, 12 Months MOT, Waxoyled **£7995**



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DEFENDER INTERIOR

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-take off			
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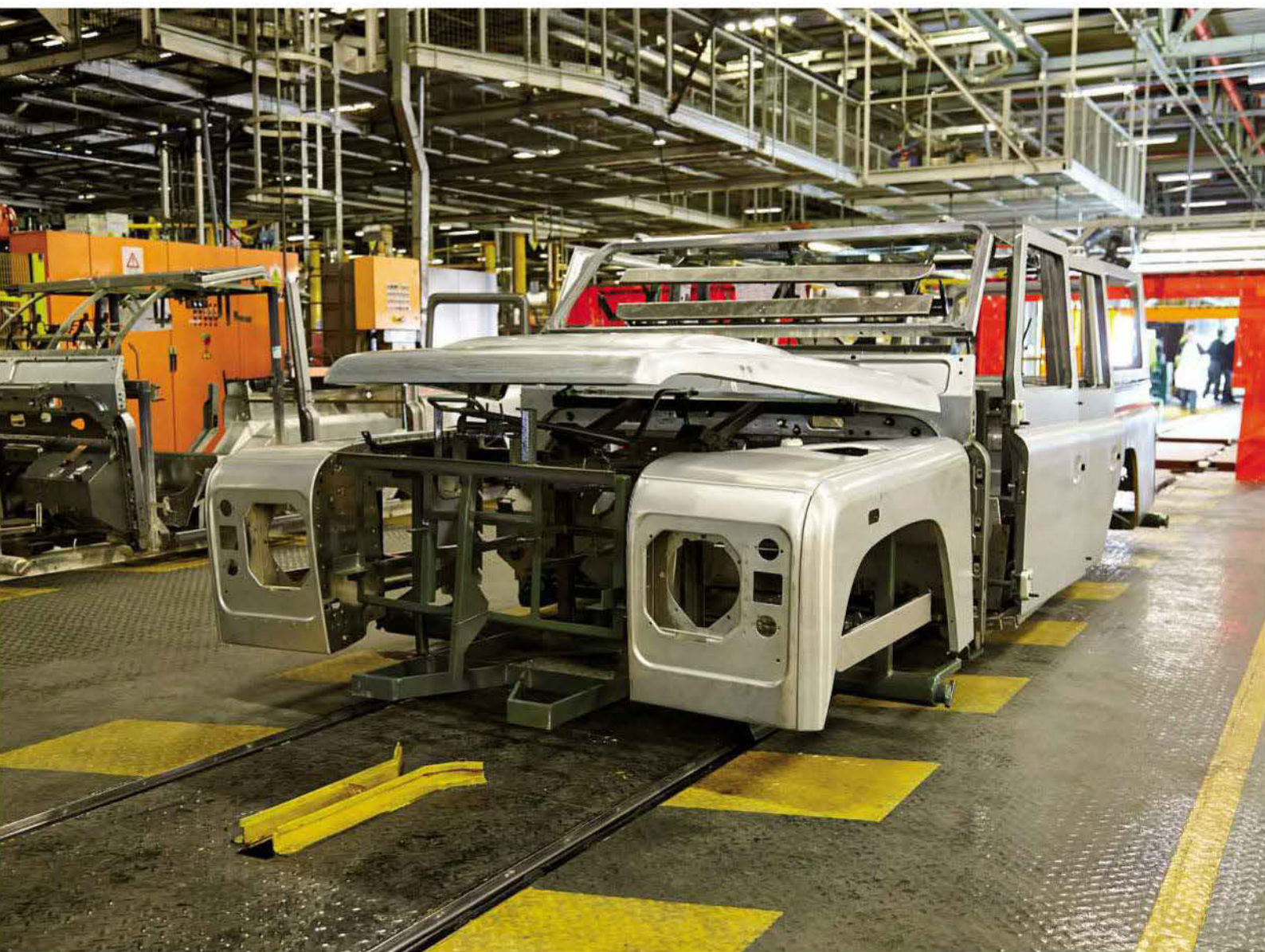


If you only do one thing in
2015 then this must be it

TAKE THE TOUR

Story: Patrick Cruywagen Pictures: Land Rover UK





“It's the same size as 175 football pitches”



There are certain significant days in your life that will be forever etched in your memory. It might be a first kiss, the day your child was born or that moment when you crossed the finish line at the London Marathon. I remember the first time I went to the Land Rover factory at Solihull. It was like a homecoming, because for lovers of all things Land Rover, Solihull is a rather special place, where we go if in need of a Land Rover fix. In fact, I cannot get enough of the place. I recently had to renew my work visa and could have done it at any of the visa offices scattered around the country. But I opted for the visa office at Solihull.

Now I am on my way back there, this time it's to take the Defender Celebration Tour, which of course includes the specially recreated 1948 Series I production line. Those of you who read the Dunsfold Diaries in the April 2015 issue of *LRM* will know that it is a 1949 production line because they could not find any spare parts from 1948! The specially recreated production line lies right in the middle of the Defender production line. As I enter the factory premises in my Discovery 2, it reminds me of the plains of the Serengeti, except for the fact that the wildebeest have been replaced by thousands of shiny, new Land Rovers. Sadly there is only about one Defender for every hundred or so Range Rovers



Right:
Recent investment and a significant increase in workforce numbers over the last half a century means it no longer looks like this at the Solihull factory



Above:
The show goes on as the tour weaves its way along the production line

Above:
David Martin and son Tony have several decades of Defender line experience between them

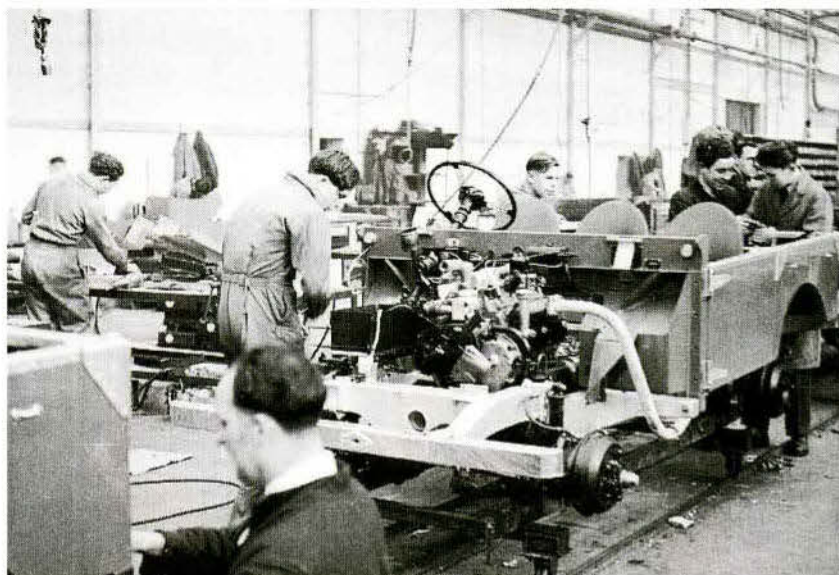




Right:
The 100,000th
Land Rover
rolls off the
production floor



Above:
Roger Crathorne (right)
explains the story
behind the
green chassis





“It's like watching hundreds of kids playing with a massive Meccano set”

and Discoverys that I see. This is a sign of the times for Land Rover and also another of the reasons why I am here. How can they call it the Defender Celebration Tour when they have called us here to tell us that the Solihull Defender line will cease to exist after December 2015? It should be called the Defender Commiserations Tour.

I am the first journalist to arrive at the Solihull Land Rover Experience and they are still busy setting up. I spot *LRM* columnist Philip Bashall from the Dunsfold Collection, who played a key role in the creation of the replica Series I production line. “Did you know your Discovery was probably once part of Land Rover’s fleet?” states Philip. He can tell this from the registration plate, of course. I later checked my logbook, and sure enough there was a Land Rover Company Fleet Administration stamp on the first page.

Soon Mr Land Rover (aka Roger Crathorne) joins us. Right now I am in the presence of the two most knowledgeable Land Rover people on the planet earth. Need I remind you why I love coming here?

The actual tour consists of two parts, the first part is a tour of the Defender line, followed by a tour of the specially recreated 1948 Series I production line, which I was told has loads of interactive bits.

My previous tours of Solihull included seeing the production floors of some of the more modern vehicles, the place is absolutely massive, in fact it's the same size as 175 football pitches. In the last few years they have invested about a billion pounds here while the workforce has doubled.

As for the humble Defender line there are currently 500 people working on it, obviously they will be moved to another part of the JLR machine come the end of December. The Defender line is definitely a bit more labour intensive than the other Land Rover lines and we all know why that is.

While out on the line we run into David Martin, who has been working here since 1970 and started in Block 1 on the Series IIA and Series III, then

on the One Ten and Ninety and finally on the Defender range.

I ask him how things have changed? “Today all the heavy stuff is done by the machinery so working here has become a lot kinder on your body,” he replies.

Incredibly, his son Tony has already been working on the Defender line for 20 years. Tony does not mince his words when asked why the Defender is such an icon. “Its simplicity is the reason why it's kept it going for so long. You can damage a wing and then just replace it yourself.”

I am informed that over the years they have had to modernise certain processes on the line. They used to knock the chassis number in by hand, now a machine does it for them. The Defender line is like watching hundred of kids playing with a massive Meccano set and then every couple of hours they produce another new Defender.

I don't think I could ever tire of watching it, but as time was running out they ushered us towards the recreated 1948 Series I production line. I was given a period overall known as ‘a cow gown’ plus a clock-in card. I kept the card and today use it as a bookmark in my diary. It was like stepping into an interactive history book. Each of the different stages of production had been recreated using 1949 parts. It was simply priceless and our guide Michael Bishop, who was in charge of this project, could not contain his excitement as he took us through each part of the line.

Soon the home time bell rung and I felt like hiding away so that I have some more time here to take it all in. But they had a surprise in store for us. After lunch we were given the opportunity to drive a Series I on a section of the original test track that is no longer open to the public. I got to drive the same Series I that was recently featured on one of the last ever episodes of *Top Gear*. Some of you might recall how Richard Hammond drove it up a dam wall in Wales with the help of a winch. The test track that I drove it along was obviously a lot tougher than going up a dam wall. The track took us over some Second World War bunkers. Eventually the instructor told me to head back to the Land Rover experience where my Discovery 2 lay in wait.

Today had been right up there with some of the best days of my life. If you are still having doubts about whether to go on this tour then just go and take a look at the reviews on Trip Advisor. There is no such thing as a bad Defender Celebration Tour experience. So if there is one thing that you do in 2015, then this just has to be it. Go on, take the tour.

DEFENDER TOUR


THE THREE-HOUR Defender Celebration Tour costs £45 per person. Includes a guide and refreshments before and after the tour. Booking essential. To book call 0121 700 4619 or see www.solihull.landroverexperience.co.uk/Tour/Defender-Celebration-Tour.



MILITARY

WITH BOB MORRISON





Otokar ZPT personnel carriers
of 2nd Iraqi Army Division
patrol a street in Mosul in
February 2008 - lead vehicle
appears to bear the scars of an
IED blast [U.S. Air Force photo:
Staff Sgt. Jason Robertson]

STING IN THE TAIL

Bob Morrison snaps the rare Akrep (Scorpion)
– an armoured patrol car developed by Otokar

Words and Photographs: Bob Morrison





This Iraqi-spec VPT was displayed by Otokar in London in 2007

IT IS often presumed in enthusiast circles that the bulk of steel-bodied light armoured vehicles built on the Land Rover chassis and serving with military or police forces abroad are from the Belfast-built Shorland family of patrol cars and personnel carriers. I suspect however, that the Turkish-built Otokar variants almost certainly outnumber them. I have looked at Otokar's ZPT (Zırhlı Personel Taşıyıcı or Armoured Personnel Carrier) and Akrep (Scorpion) models in the past for *LRM*, and have photographed the former several times in the UK and Turkey, but until last November the latter had evaded my lens.

Otokar's ZPT (APC) model, built on an uprated Defender 110 chassis, is a highly mobile vehicle. It can comfortably transport six personnel in the rear in addition to its crew of two. This compact personnel carrier is actually a derivative of the Shorland S55 model, built on the earlier One-Ten chassis, which itself evolved out of the SIII-based Shorts SB301 APV from the early 1970s.

The Akrep, which was designed in Turkey in the early 1990s, built upon the lessons learned during the construction of the ZPT at Otokar's original factory near Istanbul Airport. It incorporated them into the manufacture of a nimble three-man armoured and blast-protected patrol or scout car modelled along the lines of the VBL (Véhicule Blindé Léger or Light Armoured Vehicle) developed by Panhard in the late 1980s

for the French Army.

As I mentioned in my March column, the Otokar Akrep has long been one of my military Land Rover holy grails, and I have been really eager to capture this elusive little beast on camera before it is demobbed. I have not yet been able to determine precisely when Akrep production ceased. As Otokar commenced production of the similar-looking but much larger Cobra, which uses Hum-vee rather than Defender components, just three or so years after the Akrep it is unlikely that many were built after about 1998.

According to the SIPRI database, Turkey ordered two batches of 40 and 60 Shorland S55 Land Rovers from the UK circa 1988 and 1990, for delivery in 1989 and 1994-99. I am unconvinced though. I do know that Shorts sent an S55 demonstrator out to Turkey in the late 1980s, as I have a photograph of it with one of Short's designers standing alongside, that I am pretty sure was taken on the Kaynarca artillery range during initial evaluation of Short Bros. and Glover Webb designs. However, when I visited the Otokar factory in Istanbul in 1992 and photographed an in-service Turkish-built ZPT, which has been returned to the factory to have battle damage repaired, I was also given a tour of an armoured Land Rover production line.

Although Otokar explained that the basic steel body design was indeed Shorts, they pointed out several manufacturing

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PANHARD VBL

THE OTOKAR AKREP effectively marries the body shape of the VBL, which is an armoured scout car produced under the Panhard name on the French Peugeot P4 military variant of the Geländewagen developed by Mercedes-Benz and Steyr-Daimler-Puch in the 1970s. Designed in the 1980s, the VBL entered French military service in 1990 and has served widely on operations, mostly with rapid response formations, for the last 25 years. The vehicle above was photographed near Stranraer during a multinational exercise in 2003. Its angular hull is intended to give better protection against bullets and blast shrapnel.



differences. These were introduced at the manufacturing stage to increase occupant survivability based on lessons that their Jandarma had learned during clashes with PKK insurgents in the remote eastern border areas with Syria, Iraq and Iran. The ZPT was specifically introduced to give the Jandarma a means of transporting small squads of personnel on rough tracks. A branch of the Turkish Armed Forces tasked with rural border control and remote region internal security duties, it meant that could travel under protection from small arms fire and grenade blasts in the area.

The Otokar ZPT is still used in this role by the Turkish Armed Forces more than a quarter of a century after its introduction. Indeed, it has popped up in newsreel footage from time to time patrolling just over the border from the war-torn Syrian town of Kobanê. Over the last decade though the type has been more closely associated with Iraq. In 2005, as part of the rebuilding of the Iraqi Army, several hundred ZPTs were procured from Turkey by the newly elected Iraqi National Assembly. By 2007 these seemed to be popping up everywhere as Coalition military forces gradually handed over security in the Provinces to Iraqi troops.

As the SB 301 was originally conceived by Shorts to primarily be a police transporter there was no need for a weapons station on the roof, though firing ports were provided in the



- 1: Akreps with two different types of weapons station are used in North Cyprus
- 2: Conventional weapons station with single 7.62mm machinegun
- 3: Otokar ZPT on a Land Rover stand in the UK in 2005

sides and rear doors to allow baton round (i.e. rubber bullet) guns to be fired from inside the rear compartment. By the time the coil-sprung Shorland S55 arrived on the scene, Shorts were offering a circular roof hatch to which a self-defence weapons ring could be fitted, and as the Turkish Jandarma had just such a requirement the Otokar ZPT was made available in this configuration from the outset.

The ZPT fleet supplied to Iraq from the middle of the last decade represents nearly 20 years of Otokar armoured Land Rover evolution. It is my belief that the demonstrator I photographed at the 2007 DSEi defence expo in London's Docklands in 2007 might have been a prototype. Although quite close to the Iraqi fleet production standard there are differences, the most noticeable of which is the lack of cowled ventilators in the roof above driver and commander.

Iraqi vehicles have a pulpit mount for a 7.62mm machinegun in the circular roof hatch. The hatch cover itself doubles as a back shield for the gunner and there are angular side shields, whilst the shield ahead of the gunner is more complex than the green demonstrator photographed at Millbrook at DVD 2005. Note also the banks of triple forward and rearward smoke dischargers on each upper body side.

The smaller Akrep was not conceived as a troop carrier, but was designed as a scout car for frontline reconnaissance and armed patrol





I suspect the two machinegun versions can be distinguished by their turret design.

RESEARCH CONUNDRUMS

CLIENT CONFIDENTIALITY issues mean determining precise production dates and quantities of military Land Rover variants while they are still in service is very difficult. Additionally, as Land Rover only provided mechanical components rather than armoured bodies to Shorts Bros. in Ulster for the Shorland and to Otokar in Turkey for the ZPT and Akrep, there is considerable confusion on the international databases that keep track of armoured vehicle sales and transfers between countries. Not to mention Otokar produced their own chassis based on the Solihull design, but uprated for much heavier bodies.

As part of my research for a couple of forthcoming Land Rover books I have been delving into various reputable databases, such as Sweden's SIPRI (Stockholm International Peace Research Institute) and Israel's INSS (Institute for National Security Studies), but even these sources known to be generally reliable, are not 100% accurate at differentiating between Otokar models. Additionally, on some military inventory databases there is confusion between Shorland and Otokar, and in a couple of cases Glover Webb APC built in England have been misidentified as Ulster-built Shorlands.



“The twin MG version is for air defence against helicopters”

duties. That means it had a very definite requirement for a weapons station right from the outset. Factory prototypes, as we saw back in the August 2004 issue, had remote weapons stations, but the examples I photographed in Lefkosa/Nicosia last November had crew-served weapon mounts on their roofs.

Two different types of mount can be seen on Akrep scout cars stationed in TRNC (Turkish Republic of North Cyprus) and each one offers a fair amount of protection for the gunner, who is positioned close to the back of the rear compartment. Reference sources quote this as being a three-man vehicle, but I have a suspicion that there might be seating for a fourth, and maybe even a fifth, soldier.

As can be seen from the accompanying images, one Akrep variant has a single machinegun whereas the other version has twin guns. Perhaps the twin MG version is designed for air defence against low-flying



helicopters, hence the unusual shield design that would protect the gunner from shrapnel. Having said that, I've not seen these vehicles firing their weaponry, so I might be wrong.

One interesting thing which struck me as the single machinegun Akrep variants passed me was how tall their gunshields were. A little over 20 years ago, while the Akrep was still at the prototype stage, one of them was flown over to the UK for validation by Solihull's engineers.

As luck would have it, one of my 'spies' was able to grab a shot of the all-white vehicle while sitting in a transit shed and he sent it to me to see what I made of it.

Although it looked like a VBL the paperwork listed it as being a Land Rover ... and it had a tall dustbin-like protrusion at the back, which the Government & Military Ops Team later confirmed was a deadweight for tilt testing. Now it makes sense.



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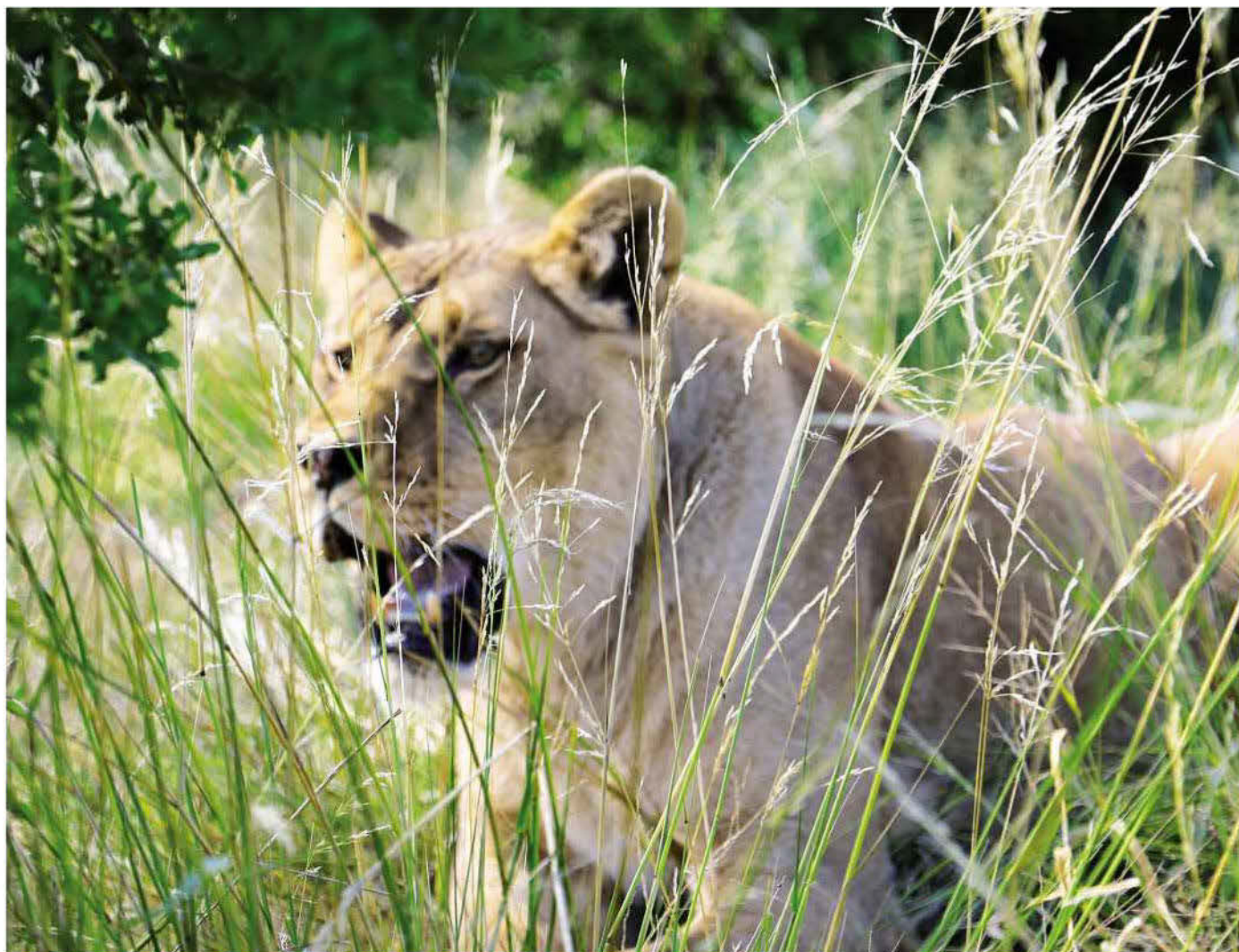
Above showing the Elite in Tartan Stitch.

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BACK TO AFRICA

A pair of Discovery 4s, 6000 miles
and two very special lions

Words: Patrick Cruywagen Pictures: Raw Cut / Alan Strutt / BFF



"They are men on a special mission"

It's just after midday at the OR Tambo International Airport in Johannesburg, South Africa on a hot summer's day. Each year almost 20 million passengers make use of this African airport. For those that have not experienced a highveld summer allow me to set the scene. It's so hot that the melting tar sticks to the tyres of the two 2014 Discovery 4s that are just coming to a stop outside the cargo division of the Kenya Airways. They are here on extremely important business and time is of the essence.

There are parcels, crates and packages of every size and description inside the massive warehouse. Senior vet and Head of Wildlife at the Shamwari Game Reserve, Johan Joubert, and the Born Free Foundation's Big Cat Expert, Tony Wiles, jump out of the Discoverys. They are men on a special mission. They have come to pick up some rather unusual cargo, two eight-year-old lions, Maggie and Sonja. These are two very special big cats, not only are they sisters with one hell of a story to tell, but they are almost at the end of a rather remarkable 6000-mile journey across two continents. There is just the little matter of a 600-mile road trip from this warehouse to their new home at the Born Free Foundation's Big Cat Rescue and Education Centre in the Shamwari Game Reserve, which lies in the Eastern Cape Province.

It was less than two years ago that Maggie and Sonja were still working in a German circus. The Born Free Foundation works tirelessly to provide a safe and more natural home for wild animals currently being abused in circuses and zoos. So when they heard about Maggie and Sonja they set about arranging for their release. Sadly they were not in time to prevent Maggie losing her tail in a trailer door. The two sisters were removed from the circus and taken to Natuurhulpcentrum, a wild animal rescue and rehabilitation centre in Belgium. As the centre was not big enough to permanently house them, the Born Free Foundation started a fundraising initiative so that they could be relocated to a more natural environment. The dream was to get them back to Africa, at least for now they were away from the circus.

The kind folk at Kenya Airways stepped in and offered to fly the lions from Heathrow to Johannesburg with a short stop-over in Nairobi. First they had to get in London and



Above:
The lions were rescued from a German Circus by the Born Free Foundation



checks on the Discovery 4s. While the Land Rovers could easily handle the weight of a 250kg lion, this would've made the other passengers a little nervous, so instead they would be travelling in specially-prepared cages secured on a

double-axle trailer. "We went for the double-axles trailers so that the lions would be comfortable and also if we did have a bearing problem we would still be able to continue," explains Sean. The cages were specially built in the UK for this rescue and the transportation of the lions. They were spacious and had good ventilation options. They were able to get away before the peak traffic started and after an hour or two they crossed into the flat Free State province. To help the lions cope with the heat, the sliders on the cage were opened to allow even more cooling air in. Fortunately most of the driving was done in the night so heat was no longer a problem. They eventually arrived at the Shamwari Game Reserve after about twelve hours on the road and just before the sunrise.

Land Rover's association with Born Free began in 1966 when their vehicles were featured in the classic film Born Free, which

BORN FREE FOUNDATION

TO FIND out more about Maggie and Sonja's new life visit the website:
www.bornfree.org.uk.

"Born Free uses Land Rovers to reach remotely located wildlife"

starred the Foundation's founders, Virginia McKenna and Bill Travers. Nothing much has changed as the foundation still uses Land Rovers today to reach remotely located wildlife.

In 2013, Land Rover signed a major new sponsorship deal with the Born Free Foundation, thereby confirming Born Free as their primary global conservation partner.

One of the main practicalities of this deal is the use of Land Rovers by the charity when doing field work in Kenya, India and South Africa. Lucky for Maggie and Sonja this time their vehicle of choice was the very capable Discovery 4. The track to get to the release enclosure was pretty technical, but nothing that the Discovery 4 could not handle.

Upon their arrival at the Shamwari Reserve, the poor lions had to remain in their cages for around 90 minutes whilst all of the important media arrived and got into position for the big

release. The time had finally come to open the cages and release the former circus lions. Maggie was very keen to get out and bolted for freedom as soon as she could, but not before putting on a little show – rolling about in the sand and gravel of her new home for those that had come to witness the historic release. The long journey in her special cage had made Sonja a little stiff, however, and as a result she took her time to get out. Eventually Sonja made her exit too, announcing her arrival with a thundering roar. At last they were free, but safe within a large natural enclosure where they get to experience the sights and sounds of Africa for the first time. Maggie and Sonja were now where they belonged, on African soil. Only time will tell how they adapt to their new and more natural environment. Tony has no doubts that they will be fine.

"These are relatively young cats, so they should adapt quickly. Already they are exploring the enclosure's natural features and taking the opportunity to stretch their legs and bask in the southern hemisphere's summer sunshine."

As for Sean, the job of transporting rescued wildlife, is never ending. He had to drive the Discovery 4s back to Johannesburg before departing on his next Born Free driving assignment.

Thanks to Land Rover the rescued wildlife get to travel in true style and comfort. And thanks to the donors, sponsors, workers and concerned individuals, caged animals are being set free for good.

ABOUT THE DEVICE

LRM spoke exclusively to Sean Renton, the General Manager at Jaguar Land Rover Experience Kyalami, who drove one of the Discovery 4s.

Is a lion the most unusual cargo you have ever transported using a Land Rover?

I was involved with the relocation of Simba the lion. We drove him from the Lilongwe Airport in Malawi to BFF centre elsewhere in the country. Not long after this we relocated three female leopards to the Shamwari Reserve. They were transported in the back of my Discovery.

Any dramas on this drive?

Absolutely none. The lions do attract attention though, especially if in traffic.

Tell us a little about the drive?

It's both mentally and physically demanding. I don't normally travel at night but it was the best scenario for the lions. They moved around quite a bit at the start of the journey but then quickly settled down.

Being in a Discovery 4 must make things easier?

Trailer Stability Assist makes a massive difference. It gives you confidence when towing a massive trailer.

Any fun moments?

I remember at the one fuel stop how no one actually believed that we had lions in the cages until I opened the slider and then they scattered.

Any off-roading?

There was a stretch of gravel road right at the end. We had to take it very slowly as we did not want to stress the lions before their release, meaning the 12km stretch took us 45 minutes to drive. The track to the actual release spot was pretty rough, but we all know just how capable these vehicles are.





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110 7 Seater 48 Heritage Edition £39,995

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THE NEED FOR SPEED

Our man Henry Catchpole takes part in the Welsh leg of The Defender Challenge

Words: Henry Catchpole Photography: Drew Gibson



T"This is all a bit daft really," says Jon. "I mean, it's Saturday night. There are people at home watching X Factor at the moment."

I begin laughing just as we hit a bump. Hard. The Defender goes airborne in the dark at about 80mph and on landing there's a sort of joint oooff of exhaling air, cutting the laughter short as our spines compress milliseconds after the dampers. Instantly we both spot the small orange arrow lurking in the shadows amongst the trees ahead. I brake as late as I dare, coming back down through the gears until the speed is barely a quarter of what it was moments before. I'm still vaguely trying to contain a small slide as we slither off the muddy track into the quarry. In the darkness the pile of rocks we're now meant to drive up looks almost vertical.

"I'm more of a Strictly fan, if I'm honest," I reply.

How many of you have idly dreamed about taking part in the Dakar rally – racing across sand dunes miles from anywhere, putting massive travel suspension through its paces day and night for two gruelling weeks? I'm going to assume that quite a few hands have gone up. And how many of you would know where to start in

making that dream come true? I'm going to assume quite a few of those hands are now scratching heads. I say that as someone who has also dreamed and subsequently pondered.

The Defender Challenge was set up in 2014 by Land Rover and Bowler in order to provide exactly that first step on the road to the Dakar. A one-make series with seven rounds, it offers the chance to get to grips with all the basics that you would need before progressing to rally raid. Most of the rounds are on normal BTRDA gravel stage rallies. Indeed, I saw all the Defenders at the Woodpecker Rally when I was competing in my own Mk2 Escort in August. However, two of the championship rounds are hill rallies (the Welsh and the Borders) and when Land Rover offered me the chance to take part, I knew it was in one of these slightly different events that I wanted to compete.

Exactly how different a hill rally is became evident approximately two metres after leaving the first time control in Galloway Forest, Scotland. In front of us was a river crossing. Not some Zen-like ornamental trickle over a few pebbles, but a lot of fast-flowing brown water sluicing off the hillsides and hiding boulders. Even more





Above:
Henry decides
how to deal with
the Defender's
lack of pace

amazingly, this wet hurdle wasn't even part of a timed stage – crossing it was necessary just to leave the service park. And if we didn't get washed away in the raging torrents, then there was what looked like an almost unclimbable bank on the other side. You most definitely wouldn't catch a WRC car, let alone my Escort, tackling this sort of terrain.

As a result I don't mind admitting that, as we wait for the seconds to tick down to our start time, I'm quite nervous. Bordering on scared. My off-roading experience before this has amounted to half a day in the controlled environs of Eastnor Castle about eight years ago and mucking about in a Hyundai Terracan once. This already looks much more serious. Thankfully, sitting next to me in the co-driver's position, or 'silly seat', is Jon Chester, brand director for Bowler and fellow beard enthusiast. He's clearly less flustered than me, although I think that could just be the lingering effects of the previous night's pints.

"You'll be fine" he says, breezily. "Did you bring that sausage roll with you? I'm starving."

"Yes. You can have it if we survive the upper reaches of the Ganges," I reply, slightly distractedly.

I'm aware I need to carry enough speed to get up the far bank, but I'm also keen not to charge headlong into the water and flood the engine (as I've already seen one person do). As the marshal waves us off, I select second gear, ease into the water and then give it pretty much everything with my right foot, just trusting the car to do the rest. The Defender rocks and rolls and scrabbles and claws as its live axles articulate one way then the other. Tyres slip and tyres grip and there's an alarming jolt on my side of the car over one particularly huge rock hidden from view just under the surface. But to my amazement we're moving forwards. This mayhem ensues for several interminable seconds that feel like minutes, but then miraculously the 90's short wheelbase points alarmingly skywards, the Kumho tyres bite into the sodden Scottish turf. At quite a severe angle we accelerate out of the water trailing a small flood behind us, like Archimedes leaping from his bath. I breathe a sigh of relief. Just 13 competitive stages to go...

The venerable Land Rover Defender is a vehicle much loved by many at LRM. Icon is a hideously over-used word, but I think in the case of the boxy British off-roader it is rightly applicable. It is just so wonderfully



honest, rugged and capable. And despite these Defender 90s being tweaked by Bowler, they remain remarkably close to standard. The engine is a re-mapped version of the four-cylinder 2.2-litre turbodiesel, with power up slightly to 170 bhp and torque swollen a little further to 332 lb ft. An outlandish-looking lever (which is actually very comfy) sprouts from the transmission tunnel but the standard six-speed gearbox remains, with the usual diff lock and high/low ratio capability.

As one would expect in a Defender of this nature, a roll-cage has been fitted, together with bucket seats and harnesses, and all-important intercoms. One tip I pick up early on is to let the handbrake off (down by your left knee) before you do up the harness. Bit like remembering to have a pee before getting into a sleeping bag.

The first few stages are a steep learning curve for many reasons. First, there is the lack of pace notes, which is initially very unnerving. I'm reasonably familiar with haring through forests, but in the past I've always had someone in my ear telling me vaguely what was coming next. In hill rallies, however, you have to drive everything on sight, with only some small orange arrows to point you the right way at junctions. As a result, the co-driver is essentially just an extra pair of terrified eyes helping you spot potential trouble. And some company while you're hanging around.

The second thing to get to grips with is the Defender's handling. The relatively high centre of gravity combined with the short, 90-inch wheelbase make things feel

incredibly precarious until you're acclimatised. Perched up in your lofty position you feel a long way from the ground and there is the distinct sense that you could tip and then topple if you ask too much. This concern isn't helped by the sight that greets us about a mile into the first stage: Land Rover number 38 is on its side. After misreading an orange arrow and then trying to cut a corner too tightly, they had popped the inside two wheels high in the air and then laid it down heavily on its side like a rhino after a tranquiliser. Defenders being the tough things they are, the car is, of course, righted and back in the fray later in the rally. That initial sight of it stricken though is a sobering one and makes me extra-keen to take the first couple of stages easily to avoid coming a similarly embarrassing cropper.

Amazingly, the Defender is actually quite a drifter once you're going quickly. This is fun and helps you set the car up for corners, but you need to keep the slides fairly well contained because the steering is so slow that you will never wind on enough lock to keep up with the tight arc of the short wheelbase. Or at least you might catch it one way, but you won't get it as it swings back the other way. In the end you learn to let it find its own path to some extent, not fighting it but guiding it.

Much the same principle applies to the off-road sections, which frequently have huge ruts to keep you on course whether you like it or not. It's a curious feeling flying along what would be extremely fast stages on a WRC rally and then slowing to what feels like

Left:
The evenings allow time for repair and rest

Below:
Bowler have remapped the 2.2td to 170 bhp



“Roots, rocks
and ruts all
lie in wait”



Below:
The LED lamp
pods earned
their keep



walking pace as you turn off the forest track into the technical sections. These can be anything from enormous ditches filled with water to huge hills of quarried stone. I have no idea what I'm doing, so decide to trust the Defender and listen to Jon, whose only instruction seems to be, "Okay, full throttle!"

First stages survived, we head back to the warm embrace of the team truck, which is a wonderfully unnecessary Dakar support vehicle. The service park is a Land Rover marketing department's muddy dream. Everything seems to be a Land Rover in some form or other, from the ambulance that's been converted from an old Range, to the bonkers-looking specials that bear resemblance to a Defender only in the same way that a Mr Universe competitor is the same species as me. At least three-quarters of the vehicles competing have Bowler DNA in their design and, as such, Drew Bowler is this service park's Adrian Newey. Short, smiley, quite shy and about as hirsute as Newey, Drew is an incredibly nice man. Mobbed is perhaps a stretch too far, but throughout the weekend there is a steady stream of people that all want to say hello, ask him a question, or just shake his hand.

There's a certain amount of repetition to the stages and after the first few runs through we're getting to know some sections pretty well, although the organisers occasionally throw in a small diversion here or there to keep us on our toes and check we haven't got complacent. However, stage seven punts us into something completely different. I can only describe it as like driving through thick chocolate mousse. The instinct is to scythe through it as fast as possible, masterfully parting the brown gloop with the tyres. The problem with that is what lurks beneath. Roots, rocks and ruts all lie in wait, so you could unexpectedly hit something very hard. I do my best to navigate through and around the troughs that I can see, but sometimes there is no option but to take the hit.

There are much faster rough sections too, like the rocky path that I started off taking gingerly in third gear

but will be charging along in fifth by the end of the weekend. Having initially thought that neither the Defender nor its occupants could travel any faster over the stony punishment without severe damage to the undercarriages of all concerned, it becomes clear from the stage times that we'll have to. The sensation isn't actually any less comfortable at greater speed. If anything it's slightly better, as we skim over a little more of it, but there is nonetheless a constant feeling that spleen, kidneys, liver, gall bladder, lungs and large sections of intestine are being jumbled inside my ribcage like the lottery balls inside their tumbler.

Stage eight is delayed a bit just to make sure that the last of the light has drained from the sky and it's a proper night stage for all the competitors. It is the longest stage that we've done so far, combining two of the earlier loops into one massive test. We've got two incredibly bright LED lamp pods on the front of the Defender and when they're not underwater or pointing at the sky, they do a stunning job of throwing a whitish blanket of light over the landscape. As we head out onto the more exposed hillside I can see two or three other white beams in the distance waving around in the vast darkness. It's like being in a ski resort at night, looking up towards the slopes and seeing the lights of the piste bashers scattered across the mountain as they go about their nightly work.

It's not long after Jon has begun the discussion about Saturday night television that we encounter our trickiest moment of the whole rally. Ahead of us is the steepest climb of the stage. It has deteriorated throughout the day, getting progressively more slippery and churned with every pass. The scrambling dénouement is a vertical slab of rock right at the top, which the right-hand wheels must scabble and claw their way up and over. If you ever ignored the ladder and tried to climb up a slide, you'll know the feeling.

As we round the corner onto the climb and give it full throttle, the sight isn't pretty. Ahead is another Defender. I can hear the roar of its engine even over the noise of ours as it tackles the final slab... and fails. Now it's slithering back towards us and I'm rapidly engaging reverse and trying to remember how much steering I



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Rover marketing department's
muddy dream”





"I'm still losing time on the tech sections"

Above:
On day 2 Henry
decided to go a
little faster

did on the way up as I try to retrace my tracks into the inky blackness. Somehow we both slither to the bottom without making contact or toppling end over end. They make it up on the second attempt, but we then fail on our first attempt (the diff-lock having disengaged on the way up). This means we have to do the reverse of doom all over again, before somehow making it over the second time in a maelstrom of full throttle, engine noise, mud, vocal encouragement from Jon and me and, most importantly, a fully engaged diff-lock.

When I go to clutch my toothbrush the following morning, my right hand aches: because the Defender has a relatively narrow powerband, you tend to change gears fairly often, meaning you do a lot of one-handed steering, and I'm suffering the consequences.

The Sunday stages are mostly the reverse of the previous day's and this means that the discomfort levels are cranked up a notch. The reason is that the braking bumps created in the tracks throughout the previous day are now like a washboard as we try to accelerate out of each corner.

With the new day comes greater confidence. I'm braking later (it's amazing how you can stand the Defender on its nose), backing it into corners, getting in tune with the way it swings. I'm hitting everything faster, confident the metal underneath me can take it even if I'm not sure my body can. Back in service, a bent steering guard shows I've struck (so to speak) a happy medium of pushing just hard enough.

For all the rough and tumble, it's a balancing act to drive quickly. Although Jon reckons we're as fast as anyone on the open sections, I know I'm still losing lots of time to the quickest guys on the technical sections.

Edd Copley of Team Harford is the championship's star. You could argue he has an advantage as he's an instructor at a Land Rover Experience Centre, but regardless of this, his overall sixth-place finish is remarkable.

At the end of two days we finish exactly halfway through the overall field (21st) and fourth out of eight in the Defender Challenge. It's a respectable enough result but I'll take much more than just a set of stage times away from the rally. For a start, it really felt like an adventure. I was continuously learning new things and after some of the obstacles we tackled, I genuinely feel like I'm equipped with a few more skills if I ever found the funds to go and attempt the Dakar or its (ironically) African ilk.

Finally, if you believe that motorsport should first and foremost be fun (as I do), then the wonderful world of hill rallies could be just the thing for you.





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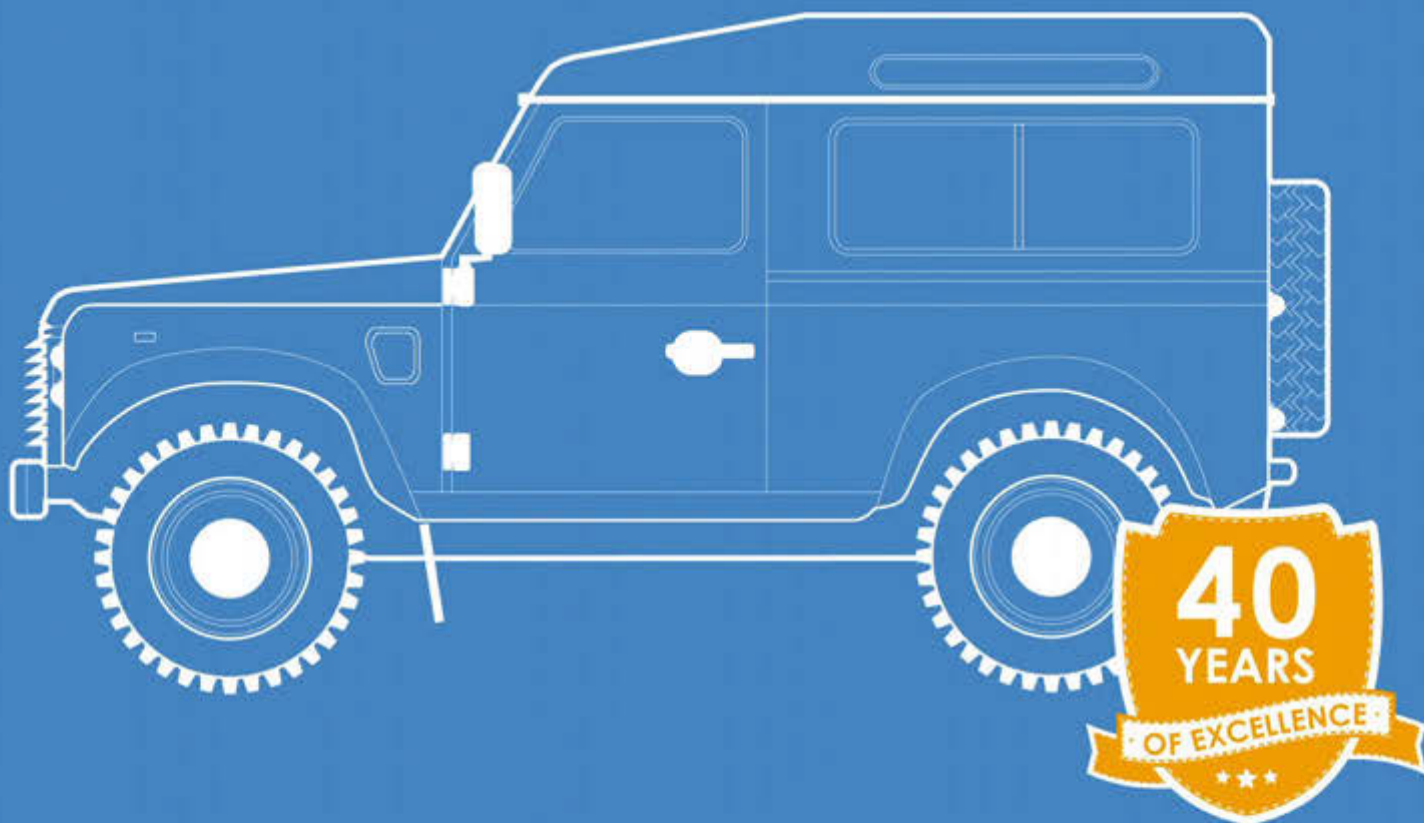


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MODEL	KVA	HP	EX VAT	INC VAT
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G1200	1.1	-	£149.98	£179.98
G2500	2.4	6.5	£189.98	£227.98
FG3005	2.8	7	£229.98	£275.98
FG3050	3	8	£359.00	£430.80
FG4050ES	4.5	11	£469.00	£562.80
FG5100ES	5.5	13	£539.00	£646.80

CHECK FRAME TYPE WHEN ORDERING

* was £191.98 inc VAT

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910	400A	900A	£59.98	£71.98
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Devil 650	15	£89.98	£107.98
Devil 660 SS	15	£109.98	£131.98
Devil 850	12.4-31	£139.98	£167.98
Devil 860 SS	31	£149.98	£179.98
Devil 1850	26.9-58	£299.98	£359.98
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135TE

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MODEL	MIN-MAX AMPS	EX VAT	INC VAT
PRO90	24-90	£179.98	£215.98
110E	30-100	£214.99	£257.99
135TE	30-130	£239.98	£287.98
151TE	30-150	£269.98	£323.98
165TEM	30-155	£339.00	£406.80
175TECM	30-170	£409.00	£490.80
205TE	30-185	£449.98	£539.98

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8/250

BIG 2HP 7.5CFM

HUGE CHOICE OF SPRAY GUNS & AIRTOOLS

*Stationary belt driven

MODEL	MOTOR CFM	TANK	EX VAT	INC VAT
Tiger 8/250	2hp	7.5	£79.98	£95.98
Tiger 7/250	2.5hp	7	£89.98	£107.98
Tiger 11/250	2.5hp	9.5	£119.98	£143.98
Tiger 8/510	2.5hp	7.5	£129.98	£155.98
Tiger 11/510	2.5hp	9.5	£149.98	£179.98
Tiger 16/510	4.5hp	14.5	£219.98	£263.98
Tiger 16/1010	3hp	14.5	£269.98	£323.98

Clarke ANGLE GRINDERS

FROM ONLY **£19.98** EX VAT
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CAG800
INC. DISC & HANDLE

MODEL	DISC (mm)	MOTOR	EXC. VAT	INC. VAT
CAG800	115	800w	£19.98	£23.98
CON1050	115	1050w	£27.99	£33.59
B&D CD115	115	710w	£29.98	£35.98

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- Tough steel cabinets
- Adjustable heat output with thermostat

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DEVIL 6003

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Devil 6002	0.7-2KW	£37.99	£45.98
Devil 6003	1.5-3KW	£49.98	£59.98
Devil 6005	2.5-5KW	£74.99	£89.99
Devil 6009	4.5-9KW	£129.98	£155.98
Devil 6015	5-10.15KW	£189.98	£227.98

Clarke ENGINE CRANES

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£173.99 INC VAT

CFC100

MODEL	DESC.	EX VAT	INC VAT
CFC500F	1/2 ton folding	£144.99	£173.99
CFC100	1 ton folding	£189.98	£227.98
CFC1000LR	1 ton long reach		

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† denotes sewage cutter pump

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CSV2	236	9m	£99.98	£119.98
CSV2A*	253	10m	£109.98	£131.98
HSEC650A†	290	9.5m	£184.99	£221.99

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4 tonne	£11.99	£14.39	12 tonne	£24.99	£29.99
6 tonne	£14.99	£17.99	20 tonne	£34.99	£41.99

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CDP15B	300/5	£106.99	£128.39
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CDP45F	510/16	£239.98	£287.98
CDP50F	980/12	£429.00	£514.80

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Honda & Diesel engine models available

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PLS190N

MODEL	PRESSURE PSI	ENGINE HP	EX VAT	INC VAT
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Tiger 2500	2465psi	4	£249.98	£299.98
Tiger 2900	2900psi	6.5	£299.98	£359.98
PLS190N	2697psi	6.5	£379.98	£455.98
PLS260N	3625psi	13	£569.00	£682.80

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MODEL	MAX AMPS CHARGE/BOOST	EXC. VAT	INC. VAT
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BC130C	15/120	£61.99	£74.39
BC190	38/180	£89.98	£107.98
BC210C	15/120	£94.99	£113.99
BC410E	35/400	£129.98	£155.98
BC520N	50/510	£189.98	£227.98

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CS10BRK	10 tonne	£139.98	£167.98
CS10SBRK*	10 tonne	£149.98	£179.98

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- JET8000 & 9000 include hose reel
- Detergent applicator for extra cleaning power

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JET9000

MODEL	MOTOR	MAX. PRESSURE	EXC. VAT	INC. VAT
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JS1900	2000w	1957psi	£79.98	£95.98
JET8000	2400w	2610psi	£134.99	£161.99
JET9000	2600w	2900psi	£159.98	£191.98

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CTJ300LQ	Pro Instant Lift	145-520	£83.99	£100.79
CTJ3000G	Pro Garage	120-520	£84.99	£101.99

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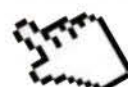
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UPCOMING EVENTS

WHAT'S ON THIS MONTH LAND ROVER DIARY

Dave Barker showcases the best gatherings to attend in your Land Rover

APRIL 1-6

Midland Rover Owners Club
Easter at Eastnor, RTV, Tyro, CCV Trial, camping weekend
Eastnor Castle, Ledbury
www.mroc.co.uk

APRIL 2-10

Spain/Morocco - Santana Trophy
Navigation and Orientation Rally
Raid, Linares Spain - Marrakech Morocco
www.santanatrophy.com

APRIL 3-5

Germany - Adventure Northside
Overland & Bushcraft Expo
Vethem, Lower Saxony, Germany
www.adventure-northside.com

APRIL 3-6

Dorset Land Rover Club
Social Weekend
<http://dorsetrover.co.uk>

APRIL 3-6

Essex Land Rover Club
Easter Weekend event
Tyro, CCV,
RTV Trial and Comp Safari
Thurrock, Essex
www.elrc.info

APRIL 3-6

Lincolnshire LRC
CCV, RTV & Ladies Trial
Comp Safari
Wickenby Airfield, Wickenby
www.llrc.co.uk

APRIL 3-6

Nottingham Land Rover Club
Off Road Weekend
South Yorkshire
www.nottslrc.co.uk

APRIL 3-6

Southern Rover Owners Club
Tyro, RTV, CCV & JTV Trial
Salehurst, East Sussex
www.sroc.co.uk

APRIL 3-6

C4H, Convoy for Heroes
Long Marston Airfield,
Warwickshire
www.convoy4heroes.org.uk

APRIL 3-6

Australia - Land Rover Show
The Showground, Melrose,
South Australia
www.lrregsa.org.au

APRIL 3-6

4x4 Treks Galloway
Laggan Challenge
Galloway Forest Park,
Dumfries and Galloway
<http://4x4treksscotland.com>

APRIL 4

UK Land Rover Events
Yorkshire Dales Tour
www.uklandroverevents.com

APRIL 4

Yorkshire 4x4 Specialists
4x4 Tour 3
Peak District
Tel: 01757 638479. www.yorkshire4x4specialists.com

yorkshire4x4specialists.com

APRIL 4

Rufforth Autojumble
Rufforth Park, near York
www.rufforthautojumble.com

APRIL 4-9

Iberia - Yorkshire 4x4
Specialists, 4x4 Tour Atlantic to the Med, Portugal & Spain
Tel: 01757 638479. www.yorkshire4x4specialists.com

APRIL 5

Muddy Millers 4x4 Club
www.muddymillers.net

APRIL 5

Solent and District LRC
Easter Egg Treasure Hunt
www.sadlrc.co.uk

APRIL 5

Avalanche Adventure
Sunday Pay & Play Day
Sibbertoft, Market Harborough
www.avalancheadventure.co.uk

APRIL 5

Bala 4x4
Pay & Play Day
Bala, North Wales
www.bala4x4.co.uk

APRIL 5

Frickley 4x4 Offroad Centre
Pay & Play day
South Day, South Yorkshire
www.frickley4x4.co.uk

APRIL 5

Muddy Bottom 4x4

Pay & Play Day
Minstead Manor Estate,
near Lyndhurst
www.muddybottom4x4.com

APRIL 5

Piccadilly Woods 4x4
4x4 Fun Day
Bonley, East Sussex
www.piccadillywood4x4.co.uk

APRIL 5

UK Landrover Events
North Yorks Moors Tour
www.uklandroverevents.com

APRIL 5-18

Portugal - Yorkshire 4x4 Specialists
Overland Portugal Recce
Spain and Portugal
Tel: 01757 638479. www.yorkshire4x4specialists.com

APRIL 5-6

Thames Valley 4x4 Club
Pay & Play Day
Hogmoor, Borden
www.tv4x4.co.uk

APRIL 6

Yorkshire 4x4 Specialists
4x4 Tour Yorkshire Moors
North Yorkshire
Tel: 01757 638479. www.yorkshire4x4specialists.com

APRIL 11-12

British Cross Country Championship

BCCC 2015 APRIL 11-12

The 2015 MSA British Cross Country Championship starts this year on April 11 and 12 at Pikes Peak in Mid Wales. The Pikes Peak venue is a firm favourite with competitors with its fast and flowing course, along with the infamous climbs and decants. It should be a fitting season opener for the 2015 MSA Championship and see reigning British Champion Mike Moran defending his title, along with another successful year for the Freelander Challenge. Details can be found on the championship organiser's website.
Web: www.marches4x4.com



LAND ROVERS WANTED APRIL 19

The Spring Celebration event organised by the Fordhall Farm, will this year include classic Land Rover and vehicle display for the first time. The Fordhall Farm is a community owned organic farm located on the outskirts of Market Drayton in North Shropshire, and is open to the public as a recreational and educational resource. The Spring Celebration gives everyone the opportunity to meet lambs and enjoy spring blooming at the farm and this year to display or just enjoy classic Land Rovers and classic vehicles. For further details check the farms web site or contact Fordhall Farm direct.
Web: www.fordhallfarm.com
Email: progect@fordhallfarm.com



A MUDDY GOOD WEEKEND

APRIL 25 - 26

This year's Muddy Good Weekend takes place at a new venue, set within 500 acres of Bedfordshire parkland with a backdrop of the stunning Manson House at Old Warden, next door to the Shuttleworth Collection. There will be 4x4 fun action throughout the weekend, with 4x4 Obstacle course, twist-off challenge, winch challenge and Devils Pit 4x4 course and club challenge, along with trade and club stands. The event is open to all makes of 4x4 with weekend and day visitor tickets available, weekend camping is also available on site. Full details on the event's website. www.activeshows.co.uk/events/muddygoodweekend2015



NEW 1-DAY LAND ROVER SHOW

APRIL 26

New for 2015 is the Great British Land Rover Show, this is a one-day show taking place on Sunday April 26 at the Donington Exhibition Centre, at the Donington Park Racecircuit just off the M1/A42. The show features trade and club stands along with a Land Rover vehicle display. Race2Recovery will also be offering high-speed passenger rides throughout the event, with tickets being available on a first-come basis at the show. Further details, how to book online tickets or to register your Land Rover for the display can be found on the event's website.

Web: www.greatbritishlrshow.com

Comp Safari Round 1
Pikes Peak, Mid Wales
www.marches4x4.com

APRIL 11 - 12

Ashcombe Spring 4x4 Scuffle 2015

Ashcombe, Devon
<http://ashcombecottages.co.uk>

APRIL 11

Loughborough Land Rover Club
Lanning
www.loughboroughlrc.co.uk

APRIL 11

UK Land Rover Events
Lake District Tour
www.uklandroverevents.com

APRIL 11

Yorkshire 4x4 Specialists
4x4 Tour Westmoorland
Tel: 01757 638479. www.yorkshire4x4specialists.com

APRIL 11

Wetherby Autojumble and classic car meet
Wetherby Racecourse,
West Yorkshire
www.wetherbyautojumble.co.uk

APRIL 12

All Wheel Drive Club
Trial, Blagdon, Somerset
www.allwheeldriveclub.net

APRIL 12

All Wheel Drive Club
Comp Safari, Cwm, Ebbw Vale
www.allwheeldriveclub.net

APRIL 12

Chilton Vale LRC
Trial, Roundhill Woods

www.cvlrc.co.uk

APRIL 12

Cornish Leaf and Coil Club
Challenge Event
Thunder Park
<http://clcc.uk.com>

APRIL 12

Pennine Land Rover Club
CCV & RTV Trial
Hameldon Hill, Lancs
www.penninelandrover.co.uk

APRIL 12

Somerset & Wiltshire LRC
CCV / RTV Trial, Foxham
www.somersetandwiltshirelrc.co.uk

APRIL 12

Viking Four Wheel Drive Club
LRS Challenge Round 1
Weekley Woods
www.lrschallenge.com

APRIL 12

Yorkshire Off Road Club
www.yorkshireoffroadclub.net

APRIL 12

4x4 Without a Club
4x4 Day, Harbour Hill,
Aldermaston
www.4x4-withoutaclub.co.uk

APRIL 12

David Mitchell's Landcraft 4x4
Snowdonia Adventure Drive
Bala, North Wales
Tel: 07831 258864.
www.landcraft4x4.co.uk

APRIL 12

John Morgan 4x4 Driving
4x4 Owners Day

Boxgrove Quarry, West Sussex
www.4x4driving.co.uk

APRIL 12

Yorkshire 4x4 Specialists
4x4 Tour Westmoorland
Tel: 01757 638479. www.yorkshire4x4specialists.com

APRIL 12

Skipton 4x4 and Vintage Spares Day
Skipton Auction Mart, Skipton
www.4x4sparesday.co.uk

APRIL 12 - 23

Argentina - 2nd Trophy Roses des Andes
Rallye Raid
www.trophee-roses-des-andes.com

APRIL 16 - 23

Morocco - Libya Rally
Rallye Raid
Fez to Marrakech
www.touareg-trail.be

APRIL 17 - 19

Australia - Tuff Truck Challenge
3 Day Challenge event
Upper Hunter Valley, NSW
www.tufftruck.com.au

APRIL 17 - 19

Flying Scotsman Endurance Rally
Historic Cars
Leeds to Gleneagles
www.endurorally.com

APRIL 18 - 19

BAMA - Lowland Gunner Foil
Road Navigation Rally
Crawley
www.armymotorsports.co.uk/
Disciplines/4x4-Navigation

APRIL 18 - 19

Buxton & District LRC
Tyro and Trial
Tearsall, Matlock
www.badlrc.co.uk

APRIL 18 - 19

North Somerset Land Rover Club
Laning Trip
Exmoor and Dartmoor
www.nslrc.org

APRIL 18 - 19

Peak & Dukeries LRC
RTV & Tyro Trial, Comp Safari
Newton Lodge, Melbourne
www.panddlrc.co.uk

APRIL 18 - 19

Suffolk Land Rover Club
Training and Driving Day
Newbourne
www.slroc.uk.com

APRIL 18

Solent and District LRC
Greenlane Trip
www.sadlrc.co.uk

APRIL 19

All Wheel Drive Club
Trial, Catlow Fold, Burnley
www.allwheeldriveclub.net

APRIL 19

Cornwall & Devon LRC
Comp Safari
www.cdllrc.com

APRIL 19

Hants & Berks Land Rover Owners Club
RTV Trial, Aldermaston
www.hbro.co.uk

BAJA RETURNS MAY 2-4

The weekend of May 2 to 4 sees the return of Baja. The Baja GB 2015 incorporates the return of the Welsh Hillrally for 4x4s and the Tarenig Rally for motorcycles and quads. In addition to 4x4s, motorcycles and quads it's expected that a number of Polaris UTVs will also be entering the event. The Baja will take place at the Sweet Lamb complex in Mid Wales, with special stages also held in the Hafren and Myherin Forests. The Welsh Hillrally caters for road legal vehicles and non-road legal vehicles. For further details, entry forms, regulations and contact information, or for anyone wishing to marshal or just spectate see the website.

Web: www.welshhillrally.com



APRIL 19

Isle of Man Four Wheel Drive Club

IOMSPC Trial Round 3
www.4x4.im

APRIL 19

Shropshire Off Road Club

CCV Trial, Ratlinghope
www.shropshireoffroadclub.com

APRIL 19

Southern Rover Owners Club

Timed Trial
www.sroc.co.uk

APRIL 19

Woolbridge Motor Club

4x4 Trial
Winterborne Abbas
www.woolbridge.co.uk/4x4-trials.htm

APRIL 19

Wye & Welsh LRC

RTC/CCV Trial,
Taffs Well, Cardiff
www.wwlrc.co.uk

APRIL 19

Qatar - Sealine Cross Country

Rally Qatad, FIA World Cup for
Cross-Country Rallies
www.fia.com

APRIL 19

Avalanche Adventure

Sunday Pay & Play Day
Sibbertoft, Market Harborough
www.avalancheadventure.co.uk

APRIL 19

Bures Pit

Pay & Play day
North Essex
www.bures-pit.co.uk

APRIL 19

David Mitchell's Landcraft 4x4

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www.landcraft4x4.co.uk

APRIL 19

Explore Off-Road

Silverdale Pay & Play Day
Silverdale, Staffs
<http://exploreoffroad.wix.com>

APRIL 19

Frickley 4x4 Offroad Centre

Pay & Play Day
South Elmsall, South Yorkshire
www.frickley4x4.co.uk

APRIL 19

Muddy Bottom 4x4

Pay & Play Day
Minstead Manor Estate,
near Lyndhurst
www.muddybottom4x4.com

APRIL 19

Parkwood Off Road Centre

4x4 Play Day
Tong, Bradford
www.parkwood4x4.co.uk

APRIL 19

UK Landrover Events

Peak District Tour
www.uklandroverevents.com

APRIL 19

Spring Celebration

including classic Land Rover &
Vehicle Display, Fordhall Farm,
Market Drayton, Shropshire
www.fordhallfarm.com
Email: progect@fordhallfarm.com

APRIL 19-20

1st Overland

Mid Wales Greenlaning Weekend
www.1stoverland.co.uk

APRIL 25-26

Cornwall & Devon LRC

JTV/Tyro Trial and Camping
Weekend, Newnham, Plymouth
www.cdllrc.com

APRIL 25-26

Northern Off Road Club

Comp Safari
Driffield, East Yorkshire
www.norc.org.uk

APRIL 25-26

Atlas Overland

Wessess Wanderer Tour
Tel: 07834 637355
www.atlasoverland.com

APRIL 25-26

Devils Pit

Pay & Play Day
Barton-le-Clay, Bedfordshire
www.devilspit.co.uk

APRIL 25-26

Muddy Good Weekend

All makes 4x4 Show
The Mansion House,
Old Warden, Beds
www.activeshows.co.uk/events/muddygoodweekend2015

APRIL 25-26

Waypoint Tours

Wiltshire Weekend 4x4
Guided Tour
www.waypoint-tours.com

APRIL 25-26

France - Salon du Vehicule d'Adventure

St-Herblain, Nantes

www.conseil-nord-sud.com

APRIL 25-26

TBC - Spain - Les Comes 4x4 Festival

Suria, Barcelona
www.lescomes4x4festival.com

APRIL 25-MAY 10

Morocco - Yorkshire 4x4

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APRIL 25

Yorkshire 4x4 Specialists

4x4 Tour Northumberland

Northumberland

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APRIL 26

The Great British Land Rover Show

Donington Exhibition Centre,

Donington Park Race Circuit

www.greatbritishlrshow.com

APRIL 26

Drive It' Day

Drive your Classic Day

National events around the UK

www.fbhvc.co.uk

APRIL 26

Anglian Rover Owners Club

RTV & CCV Trial

Roundhill Wood, Tring

www.arocoffroad.co.uk/

APRIL 26

Breckland Land Rover Club

GreenlOane Run

www.brecklandlrc.com

APRIL 26

Cheshire Land Rover Club

Greelane Day

<https://cheshirelandroverclub.wordpress.com>

APRIL 26

Dorset Land Rover Club

RTV Trial

<http://dorsetrover.co.uk>

APRIL 26

North Wales Land Rover Club

www.nwlrc.co.uk

APRIL 26

Informal Meeting of Series Ones

Bolton Abbey Station

North Yorkshire

www.lrsoc.com

APRIL 26

Ystradgynniais Overland Club & Mud and Dirt 4x4

Punch Hunt Challenge

Ty Rhiw Farm, Cardiff

www.yoc4x4events.com

APRIL 26

Newbury 4x4 and

Vintage Spares Day

Newbury Showground,

Newbury

www.4x4sparesday0.co.uk



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LOVERS' LANE

Will you be my greenlaning Valentine?

Words: Kevin Phillips Pictures: Kevin Phillips, Adrian Miller and Sandy Jerrim

On a not so cold February day, members of the Solent & District LRC met to drive some local lanes, including the Ox Drove and the Old Shaftesbury Drove. Members split into two small groups with Geoff Dyson leading the first, and myself the second. As our group headed out, there was much discussion on the radio about a particularly deep puddle and that one of our vehicles didn't have a snorkel, so it may be necessary for them to skip that particular part of the route.

Suddenly I heard a banging noise and had to stop. The rear shock absorber on my Discovery had snapped, and the top was banging against the body on the inside of the wheel arch. The bolts on the bottom of shock absorbers can sometimes be difficult to remove; luckily someone had a battery-powered angle grinder. We decided to quickly cut the broken part away and fix it all later.

It was not long and we were on our way again. Three out of the four that had started entered the Ox Drove, whilst the fourth, without the snorkel, headed up the road to the rendezvous point. It was a good call, as the water was almost too deep for a Defender air intake. Not far along the track, we all met up again and continued together. The route was a good mix of lanes and gravel tracks, taking in the very scenic White Sheet Hill, where we were lucky enough to spot some local wildlife.

Several stops were made for food, warm drinks and the call of nature, and while parked up the newest club member asked for some advice on the correct use of high and low box

and diff lock – there were a couple of places where his Discovery had struggled. In traditional off-roading style, constructive advice was given.

Further along the track there was more water, but this time it wasn't too deep, so the non-snorkelled Defender didn't suffer. We continued and I had to take it easy along the bumpy track with no shock absorber. With just over an hour of light left, we headed on.

We were just about to start our last sequence of lanes when a call came over the radio. One of our vehicles had lost a wheel. Thankfully it was along a deserted lane, so the only thing damaged was pride. The wheel was retrieved, with a puzzled owner explaining that the wheel was removed just two days before and the nuts put back on with a torque wrench. A helping hand from everyone, and the wheel was reunited with the vehicle. Some replacement wheel nuts were found and used to put the wheel back on the vehicle. With the wheel nuts on tightly, we continued with the last sequence of lanes. Soon we were at the end point and after a little reflection, it was time to head home for tea and medals.



SOLENT & DISTRICT LAND ROVER CLUB (SAD)

THE SAD Land Rover Club was formed in 1999 as a non-competitive, friendly, family club. They aim to further interest in Land Rovers, off-road driving and associated activities. The club is renowned for its friendly atmosphere and well-organised events with children welcomed at all of them. The club is managed by a committee of volunteers who endeavor to run the club like a business, while remaining cordial and welcoming to new members with the same enthusiasm and commitment to Land Rovers.

SAD run a range of activities, including two greenlane runs per month – one usually suitable for standard vehicles, and the other often something a bit different, such as a winch and waffle board day, or a water crossings day. We run a monthly playday event through the winter season (when local sites are available), and offer inexperienced off-roaders basic tuition on how to drive their vehicles, select the correct gears and overcome basic hazards. Once a year we have a camping and lanes weekend in Devon and a weeklong trip in Wales. For more information see our website: www.sadlrc.co.uk.





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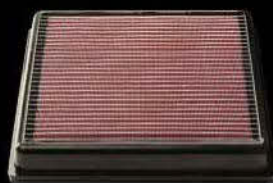
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WRITERS' ROVERS

We don't just write about Land Rovers: we live, breathe and spend all our wages on them

NOW FOR THAT RUST...

Dave sells his Range Rover and turns his attention to Discovery trouble spots

Back home there's a space on the drive where my Range Rover Classic used to stand. That's right, the Phillips fleet is down to two. After a lot of deliberation, I decided to sell the 1993 Range Rover.

Why? Well, I had taken it about as far as I could along the restoration road. I'd tackled the worst of the rust, sorted the mechanical faults and put right all the niggling little things that had gone wrong. It was time to hand it on to an enthusiast who was more suited, both in skills and temperament, to tackling the bits that required more skill, like sagging roof lining, interior trim and paintwork.

Besides, the Classic was just too similar to my 300Tdi Discovery. As a weekend driver, it didn't feel different enough.

It flew through the MoT test with no advisories, so I decided to sell it with a full, clean bill of health – and advertised it in *LRM*. I didn't bother advertising it anywhere else, because I knew the power of the *LRM* Classifieds. They get to be read by the most discerning folk in the business and, of course, they are free. What is there not to like about that?

There was also the little matter of finding the right sort of owner for "my" car. I didn't want it to go to the sort of person who would butcher it into a bobtailed trialler, or otherwise abuse it. In my experience, the people who read *LRM* aren't the sort to neglect their Land Rovers. Call me a sentimental old fool, but I wanted the Range Rover to go to a good home.

The day the magazine hit the shelves, I got my first enquiry, from a reader who lived south of London. He couldn't come up to view it (in Northamptonshire) for a few days. Nor could the second caller, from Norway.

However, the third caller, from Yorkshire, immediately headed down the A1. Three hours later, he'd given it the once-over – and decided to buy it. He couldn't meet my asking price, but I was happy to accommodate him – after all he was exactly the sort of owner I was looking for. He was a blacksmith by trade, eager to deal with any rust issues that would inevitably arise, and he wanted it as his everyday driver.

Yes, I was sad to see it go – but at least



1. It's plain to see how rust has erupted under the powder coating on the leading edge of the rear bumper...

2. and everywhere else!


I knew it was going to a good home.

My eventual plan is to find a solid, decent Series project to work on. They don't require the same level of finesse as a Range Rover and, of course, they are very different to the 300Tdi Discovery (although not too dissimilar to my naturally-aspirated diesel Ninety). But I'm in no hurry – I've got my feelers out and can wait for the right one to turn up.

In the meantime, now the warmer weather is here, I will be turning my attention to the bodywork of the Discovery. Every winter seems to reveal a few new bits of rust to worry about, although the past winter was pretty mild in my neck of the woods, so it won't have encountered as much road salt as usual.

Strangely enough, the biggest rust issues I have aren't on the 18-year-old Discovery itself, but on the much newer bumpers and rock sliders fitted a couple of years ago. These were powder-coated steel items from TerraFirma and I can only guess they must have come from an extremely bad batch because they are now in an appalling state. The powder coating is peeling off like old damp wallpaper to reveal shocking corrosion beneath the plastic.

I don't fancy the hassle of taking them off and replacing them, so in the next week or two I'll set about removing the tatty powder coating, sanding down to bare metal and painting them with either black Hammerite or underbody sealant. It won't look pretty, but nor is my elderly Discovery – and it will do the job.



DAVE PHILLIPS
EDITOR

NINETY

YEAR: 1984 MILEAGE: 163,000
ENGINE: 2.5 diesel
POWER: 68 bhp
TORQUE: 113 lb-ft MPG: 30

DISCOVERY 1

YEAR: 1997 MILEAGE: 139,000
ENGINE: 300Tdi turbodiesel
POWER: 111 bhp
TORQUE: 195 lb-ft MPG: 25

RANGE ROVER

YEAR: 1993
MILEAGE: 140,000
ENGINE: 200Tdi turbodiesel
POWER: 111 bhp
TORQUE: 195 lb-ft MPG: 32



DAVE PHILLIPS
... is rolling up his sleeves ready to tackle rust



PATRICK CRUYWAGEN
Has he been reading *Zen and the Art of Land Rover Maintenance*?



THOM WESTCOTT
... enjoys drive through a war zone in a Range Rover



ED EVANS
... can't decide what to do about that SIII chassis

OUT OF RANGE

Thom travels in style while in Libya



We have been waiting two hours to set off on a journalistic escapade that will involve a seven-hour drive through a stretch of desert into hostile territory. As the hours crawl by, misgivings about the whole venture are mounting as the four of us, waiting on a wall in the morning sun, start running out of light-hearted conversation.

Eventually, two 4x4s pull into the car-park with panache and their respective drivers, dressed in military fatigues, hop out and head over to greet us. When I see that one of the vehicles is a silver Range Rover – an unusual choice here in Libya – any misgivings evaporate. Although not a massive fan of the more modern fleet, under these circumstances there is no vehicle I would rather be in than a Land Rover, of any description.

The driver of the Range Rover is a military commander called Muftah, who has had his arm twisted into spending a rare day off from fighting in Libya's ongoing civil war to drive three European journalists and a Libyan photographer into another potential conflict zone.

I insist to my fellow hacks that I should travel in the Range Rover, rather than the accompanying matt black Toyota. I then turn to Muftah to try and explain in my limited Arabic that I love Land Rovers and have my own one back in England. I pull a few dog-eared pages torn out of a three-year old copy of *LRM* from my bag, tap a finger on a picture of the Lightweight then point back to myself. Muftah grins uncertainly and nods back.

I take the middle seat in the back, which will afford the best view of the road and, as we head out of Tripoli, Muftah

clicks his seat belt into place. He is only the third Libyan driver I have seen wear a seatbelt and I am not sure whether this is a very good or a very bad sign.

I bully the photographer into trying to translate my questions but a translator he is not, and Muftah makes a laconic conversationalist. "I stole this one. Ha ha ha," he says when I ask where he bought it. He didn't, of course, it transpires that he bought it from a friend, but it is a struggle to get a straight answer on anything, maybe because it is his day off and he's more inclined to be light-spirited.

Instead, I satisfy myself with observing the passing landscape from this incredibly smooth, quiet and rather luxurious interior, as we zip through a long and barren stretch of desert. When we enter towns or approach checkpoints, the

Range Rover handles the vicious speed bumps (none of which come with any kind of warning) beautifully.

Military commander he may be, but Muftah still drives like a typical Land Rover owner, keeping a modest pace that frustrates the Toyota, which repeatedly overtakes us, pulls back, then overtakes again. I cannot help thinking it is a good job we are not going too fast, since Muftah rarely has both hands on the wheel – almost permanently speaking into one of his three constantly-ringing phones, one of which still manages a melody even when network coverage has vanished from my mobile.

Only once or twice does he take the Range Rover up to 80mph, along particularly endless stretches of desert highway. This splits weirdly and inexplicably between two parallel roads, both of which are in questionable condition. All vehicles, including lorries, have to swap roads at seemingly arbitrary and sudden intervals, bumping down off a sharp edge of tarmac, across a rough ditch and back up onto the adjacent road. Such a set-up would eventually be ruinous for any normal vehicle but is probably good exercise for a 4x4. With such road conditions, it is no wonder so many people drive Toyota trucks – by far the cheapest and most readily available off-roader here.

The journey is altogether a far cry from the last time I travelled a similar stretch of coastal highway in a decrepit old bus where, going over one speed bump, I nearly cracked my head open on the roof. In fact, the 14-hour journey there and back in Muftah's Range Rover, which feels like a cocoon of safety, is the most luxurious trip I have experienced in Libya.



THOM WESTCOTT
CONTRIBUTOR

SIII LIGHTWEIGHT

YEAR: 1977 **MILEAGE:** Debatable, since the speedometer doesn't always work and I replaced the dial some years ago, inadvertently dropping several thousand miles off the clock.
ENGINE: 2.25 **POWER:** Quite a bit
TORQUE: Several lb-ft **MPG:** Vastly improved! 14 - 16 mpg is the optimum given in handbook, but I like to think I fare slightly better with the overdrive.



[WRITERS ROVERS]



IN THERAPY

Patrick reckons the workshop is good for his soul

We all have different ways of dealing with life when things get a bit much. Some hit the bottle or local pub. Others might opt for a drive through the countryside. Or else one could climb a mountain or paddle a river. This month when in need of a little time out I headed to Rogers of Bedford, my local Land Rover garage. I have become pretty friendly with most of the staff there and I don't just hand over my keys and say "see you later". I actually follow my Discovery into the workshop, watch what they do to it and learn something new in the process. Most importantly, I just talk nonsense to the boys and we have a bit of a laugh. Other times we don't have anything to say

to each other and I just sit there contemplating life and the condition of my Land Rover. For that brief hour or two that they work on my Land Rover I get an all-access pass to their workshop. I become one of the boys and am no longer a dad or the Features Editor of *LRM*. For a brief moment the weight of the world is taken from my shoulders. Being here basically gives me a time out from life.

During this particular visit I only had a few niggly bits that needed doing. I probably could've done them in the office car park, but that is not the same. Simon Wise was assigned to do the work on my Discovery 2 and in the past he had done some jobs on the *LRM* Project 90. Simon owns several Range Rovers and like me he likes to mountain bike. I own a Gary

Fisher HiFi Pro 29er Full Suspension bike and it costs more than my Discovery 2. I moan to Simon how I recently paid £200 to service it and replace a few key components. While I did this Simon has set about replacing the gaiters on my gear lever and handbrake. They were badly worn and just looked horrible. They now look like new of course. Before moving on to replacing the brackets for the front mud flaps he replaces one of my indicator bulbs. As I open the box for the mud flap brackets I realise that they have sent me the wrong ones. These are for a Discovery 1. Simon has seen it all before and not too much stresses him out. "Don't worry I will make a plan," he says. I like his attitude and wish that I could be more like that. He reaches for a massive piece of steel and uses it to fabricate an extension for the wrong bracket. This takes about 45 minutes to do. Job done.

There is nothing left to do on my Discovery and the time has come for me to head back to the office and face reality. Before I do that I consult my diary so that I can book the Discovery in for a service. I have piled on the miles the last few months. Plus I need an excuse to come and spend some more time here. I find it good for the soul. THANKS ONCE again to Rogers of Bedford for the great service. For more details see www.rogersofbedford.co.uk or 01234 348469.



PATRICK CRUYWAGEN
FEATURES EDITOR

DISCOVERY 2 GS

YEAR: 2001 MILEAGE: 120 000
ENGINE: Td5
POWER: 136 bhp
TORQUE: 232 lb-ft MPG: 28





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[WRITERS ROVERS]



PAIN AND PLEASURE

I'd reduced my Series III to a rolling chassis with the engine and transmission parked alongside it in the workshop and the rest of the caboodle outside under a carport. Surprisingly, the only visible chassis repair needed was to insert a new plate along the chassis top over the rear bump stop. I knew the underside was sound, and reckoned a good layer of paint would keep it in order.

There was no need to take the rear axle and springs off, but I did it anyway, holding the rear of the chassis up with the engine crane while I rolled the assembly out from underneath. The front springs needed to be renewed because they were rust-blown and solidified, so it was necessary to remove the front axle anyway. Forty-five minutes later, the chassis was bare.

That gave the opportunity to seriously inspect the underside, so I used the engine crane to turn the chassis upside down, then picked up a lump hammer and went round whacking it. It rang like a bell. But I still wasn't convinced. I have a hammer for chipping slag off arc welds. Its double head also has a viscous, sharp pointy end, and I decided that if the chassis could withstand that, then it would do for me.

It didn't. The hammer found small perforations all over the underside, mostly in tight corners. I pulled my stool up to the chassis, grabbed a coffee and sat there looking at it, and decided I could repair this original chassis with a lot of welded inserts. I then thought to free the steering relay from its tubular mounting in the front crossmember while there was access. These rust in, and are sometimes impossible to remove, and I recall having to slice through the chassis to take one out of a 109. That's when I spotted the chassis cross member was crumbling around the relay.

So, a new chassis front end was required. By now, the asking price of £1400 for a new chassis was looking a tad attractive – but it

wouldn't be the original chassis.

It was time for a cheer-up job. So I scraped down the front and rear axles, cleaned them up, gave them a coat of rust convertor followed by top coats and chassis black, and they looked superb. I junked the old rear 109 brake cylinders in favour of new and correct 88-inch types and celebrated the job by adding a new set of Goodridge stainless steel brake hoses – not quite original, but practical, long lasting and they should impress the MoT tester – unlike the chassis, on which, the jury is still out.



ED EVANS
TECHNICAL EDITOR

SERIES III SOFT TOP

Year: 1976 Mileage: 39,200
Engine: 2.25 diesel Power: 67 bhp
Torque: 105 lb ft MPG: 26

FREELANDER 1

Year: 2000 Mileage: 79,500
Engine: L-series diesel Power: 118 bhp
Torque: 284 lb ft MPG: 37

DEFENDER 110 TD5

Year: 2000 Mileage: 159,500
Engine: Td5 diesel Power: 90 kW
Torque: 300 Nm MPG: 28

RANGE ROVER SPORT

Year: 2006 Mileage: 82,400
Engine: 2.7 TDV6 diesel Power: 147 kW
Torque: 440 Nm MPG: 32

LRM'S FLEET

Every month, LRM staff and contributors share their real-life experiences with the Land Rovers they own...



DAVE PHILLIPS
EDITOR

1996 Discovery 300Tdi
1984 Ninety NA diesel
1993 Range Rover 200Tdi



PATRICK CRUYWAGEN
FEATURES EDITOR

2001 Discovery 2 Td5



ED EVANS

TECHNICAL EDITOR

1976 Series III 88 soft top
2000 Freelander 1 L-series
2000 Defender 110 Td5
2006 Range Rover Sport TDV6



THOM WESTCOTT

CONTRIBUTOR

1977 SIII Lightweight



ROGER HICKS

JOURNALIST

1972 Series III

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Series Model



Series Model



Defender Model



Series



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[WRITERS ROVERS]

MY GIRL'S A DRIVER NOW



It was with a degree of trepidation that I insured my daughter, Emma, to drive my Land Rover Defender 90 Td5. As a learner driver, how would things go? Well when we embarked on driving lessons, things progressed very well indeed. Emma was a quick learner, taking on board the constructive comments that I made and she proved to be a good driver.

Two weeks before Christmas Emma came home from university and passed her driving test the next day. Oh dear – would my poor Defender ever cool down? Would I get to drive it? The first order of the day was to get the tank filled with diesel ("I'm only a poor student Dad!"), as I usually drive it around just on the smell of diesel (as they say locally).

The second job was to buy a pair of R plates to replace the L plates. The R stands for Restricted and they need to be displayed in Northern Ireland for one year after one passes their driving test. The restriction is a maximum speed of 45mph, which is a little scary of the fast six-lane motorway into Belfast. With the R plates displayed, Emma was now able to drive on her own, without yours truly riding shotgun.

Although I get to provide the Land Rover, pay for the fuel, pay for the loaded insurance premium and keep up with the maintenance, there is definitely a benefit to having another driver in the family. Now I don't always have to drop tools if one of my younger children needs to be collected from school, or taken to a dental appointment – and countless other little errands. It was great to have Emma able to help out, while she was out and about in the Defender.

There was a startling change made to the



TREVOR CUTHBERT
CONTRIBUTOR

DEFENDER 90 TD5

YEAR: 2004
MILEAGE: 79,500
MPG: 31
POWER: 136 bhp
TORQUE 220 lb-ft

Land Rover in my daughter's hands too. Tinsel along the dashboard, girly air fresheners hanging from the rear view mirror and other such optional extras. The vehicle even got a wash and was cleaned inside – something I rarely treat it to.

One evening, as I was getting ready to go out to a black tie dinner, I had a brainwave. Emma could drive me there, instead of getting a taxi. Even better she could collect me again and I could have a glass or two of wine and then get chauffeured home again. I was ten minutes late coming out and Emma commented that it felt like a very long ten minutes – and that she could sympathise with me for all the times that I waited for her, to come stumbling out of some night club or other.

The accompanying photograph definitely gives the wrong impression – my daughter didn't buy fuel for the Land Rover ("that's Daddy's job"), although now that the university term has started again, my Defender mostly sits idle on the driveway. Until Easter, that is...

LRM'S FLEET

Every month, LRM staff and contributors share their real-life experiences with the Land Rovers they own...



STEVE MILLER
ADVERTISING EXECUTIVE
1983 One Ten V8
1997 300TDi Discovery 1
1982 Stage One V8



TREVOR CUTHBERT
CONTRIBUTOR
1960 Series II 88"
1983 One Ten HCPU*
1987 130 Double Cab HCPU
1988 Range Rover 4.0L automatic
1990 88" coil sprung V8 hybrid
1992 Defender 90 200 Tdi*
1993 Defender 110 Tipper
1993 Defender 130 Cherry Picker
1994 Defender 110 300 Tdi Soft Top
2003 Discovery 2 2.8L TGV automatic
2005 Defender 90 TD5 Hard Top



DAVE BARKER
CONTRIBUTOR
2004 Defender Td5
2009 Freelander 2
1958 Series I



RICHARD THOMAS
CONTRIBUTOR
1955 Series I
2004 Discovery 2



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Defender 90
Discovery 1
Range Rover Classic

DA4563

Front springs Pair

DA4564

Rear springs Pair



Standard Springs



Lowered Springs



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DA1234

Defender 90
Discovery 1
Range Rover Classic with axle brackets

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DA6002	DA6002P	200Tdi
DA6003	DA6003P	300Tdi
DA6004	DA6004P	Td5
DA6040	DA6040P	2007 onwards - 2.2 & 2.4 - up to DA444246
DA6109	DA6109P	2007 onwards - 2.2 DA444247 onwards NEW

> Series

DA6032		2 1/4 petrol - 1964 onwards - Lucas ignition (fixed points)
DA6033		2 1/4 petrol - 1964 onwards - Lucas ignition (sliding points)
DA6034		2 1/4 petrol - 1964 onwards - Ducellier ignition

> Discovery 1

DA6005	DA6005P	200Tdi - up to JA018272
DA6006	DA6006P	200Tdi - JA018273 onwards
DA6007	DA6007P	300Tdi
DA6008		3.5 Efi
DA6009		3.9 Efi

> Discovery 2

DA6004	DA6004P	DA6004LR	Td5
DA6010	DA6010P	DA6010LR	V8 4.0

> Discovery 3

DA6035	DA6035P	DA6035LR	2.7 diesel - up to 6A999999
DA6041	DA6041P	DA6041LR	2.7 diesel - 7A000001 onwards
DA6037	DA6037P	DA6037LR	4.4 petrol
DA6087	DA6087P	DA6087LR	4.0 V6 petrol

> Discovery 4

DA6041	DA6041P	DA6041LR	2.7 diesel
DA6086	DA6086P	DA6086LR	3.0 V6 diesel
DA6087	DA6087P	DA6087LR	4.0 V6 petrol
DA6088	DA6088P	DA6088LR	5.0 V8 petrol

> Freelander 1

DA6011		1.8 petrol - up to YA999999
DA6012		1.8 petrol - 1A000001 onwards
DA6013	DA6013P	2.0 diesel TCIE
DA6014	DA6014P	DA6014LR Td4 - up to 2A209830
DA6015	DA6015P	DA6015LR Td4 - 2A209831 onwards

> Freelander 2

DA6038	DA6038P	DA6038LR	2.2 diesel
DA6039	DA6039P	DA6039LR	3.2 petrol

> Range Rover Classic

DA6016		3.5 - 1970 - 1975
DA6017		3.5 - 1975 - 1982
DA6018		3.5 - 1982 - 1983
DA6019		3.5 - 1984 - 1986
DA6020		3.5 carb - 1986 - 1991
DA6021		3.5/3.9 Efi - 1986 - 1991 - up to GA464553
DA6022		3.9 Efi - 1986 - 1994 - from HA464554 up to LA647644
DA6023		3.9 Efi - 1992 - 1994 - MA647645 onwards
DA6024		4.2 - 1992 - 1994
DA6006	DA6006P	200Tdi
DA6007	DA6007P	300Tdi

> Range Rover P38

DA6025		4.0/4.6 up to TA346793 & from WA376580 up to WA385948
DA6026		4.0/4.6 from VA346794 up to VA376579 & from WA385949 onwards
DA6027	DA6027P	2.5 DT to engine no. 33978348 up to (Dec 1995) type A oil filter
DA6028	DA6028P	2.5 DT from engine no. 33988348 from (Dec 1995) up to TA346793 type B oil filter
DA6029	DA6029P	2.5 DT from engine no. 33988348 from (Dec 1995) from TA346794 type B oil filter

> Range Rover L322

DA6030	DA6030P	DA6030LR	3.0 diesel
DA6031	DA6031P	DA6031LR	4.4 V8 M62
DA6065	DA6065P	DA6065LR	4.4 V8 AJ petrol & 4.2 Supercharged
DA6066	DA6066P	DA6066LR	3.6 V8 diesel
DA6067	DA6067P	DA6067LR	4.4 V8 diesel
	DA6068P	DA6068LR	5.0 V8 petrol

> Range Rover L405

DA6095	DA6095P	DA6095LR	3.0 V6 diesel NEW
	DA6096P	DA6096LR	4.4 V8 diesel NEW
DA6097	DA6097P	DA6097LR	3.0 V6 petrol - up to EA128397 NEW
DA6098	DA6098P	DA6098LR	3.0 V6 petrol - EA128398 onwards NEW
DA6099	DA6099P	DA6099LR	5.0 V8 petrol naturally aspirated & super charged - 2014MY NEW

> Range Rover Sport

DA6035	DA6035P	DA6035LR	2.7 diesel - up to 6A999999
DA6048	DA6048P	DA6048LR	2.7 diesel - 7A000001 onwards
DA6036	DA6036P	DA6036LR	3.6 diesel
DA6037	DA6037P	DA6037LR	4.2/4.4 petrol
DA6086	DA6086P	DA6086LR	3.0 V6 diesel
DA6088	DA6088P	DA6088LR	5.0 V8 petrol - up to 2013MY
DA6095	DA6095P	DA6095LR	3.0 V6 diesel - AA000001 onwards NEW
	DA6096P	DA6096LR	4.4 V8 diesel - BA000001 onwards NEW
DA6097	DA6097P	DA6097LR	3.0 V6 petrol - up to EA301262 NEW
DA6098	DA6098P	DA6098LR	3.0 V6 petrol - EA301263 onwards NEW
DA6099	DA6099P	DA6099LR	5.0 V8 petrol naturally aspirated & super charged - 2014MY NEW

> Range Rover Evoque

DA6089	DA6089P	DA6089LR	2.0 petrol without pollution sensor NEW
DA6090	DA6090P	DA6090LR	2.0 petrol with pollution sensor NEW
DA6091	DA6091P	DA6091LR	2.2 diesel without pollution sensor NEW
DA6092	DA6092P	DA6092LR	2.2 diesel with pollution sensor NEW

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Service kits -

Blue part number - Britpart filters & spark/heater plugs

Red part number ending in 'P' - OEM filters & spark/heater plugs

Green part number ending in 'LR' - Genuine filters & spark/heater plugs



facebook.com/britpart



HOW TO HELP YOUR GARAGE TO HELP YOU



I'd hate to have a serious breakdown away from home and have to leave my Land Rover with an unknown garage, not knowing whether they are competent or fairly priced. That's why I have RAC cover to transport the vehicle to my own workshop where I can fix it, or to one of my trusted local garages.

This is beginning to sound as if the majority of garages can't be trusted. In reality, most are competent and honest. The concern is in being able to spot the rare rogue outfit. It's difficult. The wooden shed at the back of an industrial estate might be the base of a legendary Land Rover genius – and who better to fix your motor?

On the other hand, the flash unit at the front of the industrial estate might be run by an ex-Land Rover dealership technician who was good enough to run his own show – or did the dealership sack him for making mistakes or taking too long over the jobs?

One sign of an honest and competent garage is the staff's ability to talk calmly and sensibly to the customer, listening and analysing the owner's concern and explaining exactly what may be needed and why, giving realistic price and time estimates, and sticking to them. We can expect that and, if it's not available, there are plenty more garages to choose from.

Unfortunately for garages, there's a lot of miscommunication and misunderstanding on the part of some customers. It helps the garage to do an efficient diagnosis and repair if the customer can give accurate and concise details of the symptoms – a matter of

sticking to the relevant facts and getting them in the right order. Writing down the symptoms as they happen, noting mileage, speed, load or any other relevant parameters, is a good way of explaining the problem. Word of mouth isn't always remembered but, if a mechanic has your accurate observations and concerns written down on a piece of paper, the diagnosis might be quicker and more accurate, cutting down your bill for labour time. Unless the problem is obvious, don't try to tell the mechanic what to do – rather, give him or her the information, to which they can add their own knowledge and experience to get the result you want.

TECHNICAL EDITOR

ED EVANS

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CONTACT: Cool Air Logan, Lincoln, LN2 4JB, UK coolairlogan.co.uk 01522 523622



PART 1

{FRONT SYSTEM}

AIR-CONDITION YOUR DEFENDER

Installing aftermarket air-conditioning into a Defender is a realistic prospect. Ed Evans visits specialist Coolair Logan to see what's involved...

Air conditioning is no longer a luxury option. It's standard fit on most modern cars now for many reasons. Cool, dry air helps to keep the driver alert over long distances, and it makes the vehicle more comfortable, especially given the greenhouse-like glazing area of a Defender station wagon. Opening the windows or bulkhead vents (which Puma models don't have) isn't enough to stay cool in summer, and it introduces noise and increases fuel consumption through air drag. Lincoln-based Coolair Logan tailors its air conditioning products to vehicle working spaces. Their compact units are in train drivers' cabs, utility vehicles from street sweepers to huge quarry dumper trucks, and in Land Rover Defenders. Their installations have the same layout

as standard Land Rover fitments, and the components (with the exception of Coolair Logan's super-slim condenser) are identical to Land Rover's own, so they blend perfectly into the vehicle. Kits are available for the 300Tdi through to the current 2.2TDCi and (subject to compressor mountings) can be fitted to earlier models including Ninety and One Ten. The business end of the system is all contained in the engine bay, with cool air being distributed through a separate under-dash mounted console and blower unit on the 300Tdi and Td5 models, and through the existing heater air system on Puma versions. Pumas mix the hot and cold airflows in the duct system to provide the desired temperature of dry air, whereas the under-dash console for earlier models allows an independent and simultaneous supply of hot, and dry chilled air, which mixes in the cab.



ED EVANS

■ Tools: general workshop tools, riveting gun, electrical tools, refrigerant handling equipment

TIME

5-8 HOURS

COST

£1595 + VAT*

DIFFICULTY RATING



CONTACT:

Cool Air Logan, Lincoln, LN2 4JB, UK
Web: coolairlogan.co.uk Tel: 01522 523622

*Does not include installation

> INSTALLING THE KIT

INSTALLATION OF the refrigerant system with front air distribution takes around five hours, assuming your Defender is standard in the areas being worked on and that things come apart as they should. Coolair Logan will fit the system at your home or workplace if a covered work area and power are available, or at your chosen garage.

Alternatively, you can bring the vehicle to their premises in Lincoln, or your garage can do the job themselves if they have the necessary refrigerant handling equipment to get the system filled and running. Detailed fitting instructions are supplied with the kit.

The kit is also available for DIY installation, but you'd need good technical competence and an understanding of how air conditioning works, plus familiarity with refrigerant hose fittings and sealing, and electrical connectors. After fitting, the vehicle would need to be taken to a garage to have the refrigerant added.

The risk here is that, if the system is then found to have a leak, it's back to the garage to have the refrigerant removed before repairing and re-charging, so the costs could add up.

It's never safe to work on a charged system, and it's illegal to vent refrigerant

into the atmosphere, and there's a real risk of receiving cold burns if the refrigerant, or even a cold component, contacts the skin.

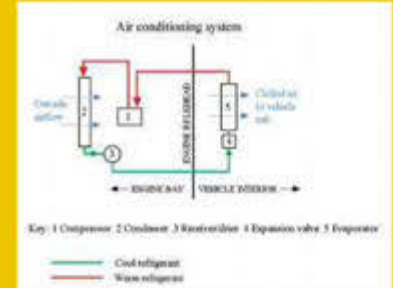
Compressor mounting brackets are supplied for Tdi vehicles onward, but would need to be fabricated by the installer on earlier vehicles.

The Td5 110 shown here is being fitted with the front system by installers at Coolair Logan's premises in Lincoln.



The front air con kit includes, from top left, clockwise: fascia unit containing evaporator with expansion valve and blower, condenser with fan, harness, drier, drive belt and compressor.

HOW AIR CON WORKS



REFRIGERANT FLOWS around a closed, piped circuit to remove heat from the fresh air coming into the vehicle. The main hardware (shown in picture left) comprises a compressor, condenser, drier vessel, expansion valve and evaporator, plus the connecting pipework.

Refrigerant gas is pressurised in the engine-driven compressor and fed to the condenser at the front of the vehicle. Here, the refrigerant is cooled by the outside air flow and condenses into a liquid. The pressurised liquid refrigerant then flows out of the condenser to the drier vessel which removes foreign moisture and also provides a buffer to smooth the flow of refrigerant. The liquid refrigerant (still pressurised) is then piped through the bulkhead and into the evaporator which is mounted inside the cab fascia.

An expansion valve, positioned ahead of the evaporator, reduces the pressure of the refrigerant so it expands as it passes through the evaporator, and it's a basic law of physics that this can only happen if the refrigerant receives heat. The expanding refrigerant draws this heat from air flowing over the evaporator, so that the air becomes chilled. This cooled air is then directed through the fascia vents and into the cab, and hey presto we have air conditioning. The refrigerant, which has now expanded back to a gas inside the evaporator, continues on its circuit back to the compressor, and the cycle is repeated continuously.

> FITTING THE NEW CONSOLE



1 The console has air vents and audio speaker apertures. The air blowers are in the foreground. Silver pipe takes refrigerant into the evaporator.



2 The existing audio speakers are removed from the dash to be refitted into the new console. Existing hot air ducts under the dash are discarded.



3 The under-dash fuseboard contains a pre-existing brown air-con multiplug (arrowed) which mates to a matching multiplug on the new console.



4 Behind the passenger floor carpet are pre-existing holes in the footwell for the (left) evaporator drain tube and (right) refrigerant pipes' connector block.



5 New grommets, supplied with the Cool Air Logan kit, are fitted into each floor hole. This shows the refrigerant connector hole in the engine bay.



7 The mounting brackets can now be moved outward to meet the inner edges of the console, and then firmly tightened to the under-dash fascia.



6 Console mounting brackets are fitted to the under-dash and the console is lifted into position, feeding the refrigerant pipes connector through the footwell.



8 The console ends are screwed to the newly fitted mounting brackets, while pushing the ends forward to follow the slight curvature of the dash.



9 The console centre is screwed into place after connecting the multiplug at the fuseboard. The console is recessed here to allow the gear lever movement.

WORK SAFELY

- Installing air conditioning requires professional knowledge of the dangers and environmental effects of refrigerant.
- Wear suitable gloves and eye protection when working on any system that has been charged with refrigerant, even if the refrigerant has been removed.
- Disconnect battery earth before working on the electrical system.
- Avoid skin contact with cold refrigerant pipes and fittings.



10 The drain tube is connected to the evaporator and led through the floor grommet. Drilled carpet will be refitted, and pipe led through it.



11 In the engine bay, the evaporator connection block is precisely aligned through its grommet, ready to connect with the refrigerant system.



12 The console blends perfectly with the existing fascia, providing four cool air vents, two footwell heater vents, audio speakers and driver's control panel.

> INSTALLING THE HARDWARE

THE UNDER-BONNET system includes the compressor mounted on the engine, the condenser mounted ahead of the radiator, a drier vessel fitted under the left wing, plus the pipework and wiring harness. There is good access for all of the components, though on this Defender the front light bar had to be temporarily removed for access and, because the bolts were seized, the complete bumper was taken off for the duration of the work. Coolair Logon's slender condenser fits behind the standard Defender grille, eliminating the need for the protruding grille seen on factory-installed vehicles.



1 With the grille off, the diagonal struts are removed one at a time, refitting their bolts to retain the position of the latch in the shut panel.



2 The four pop rivets on the front of the shut panel are drilled out, then renewed, holding the two condenser support brackets.



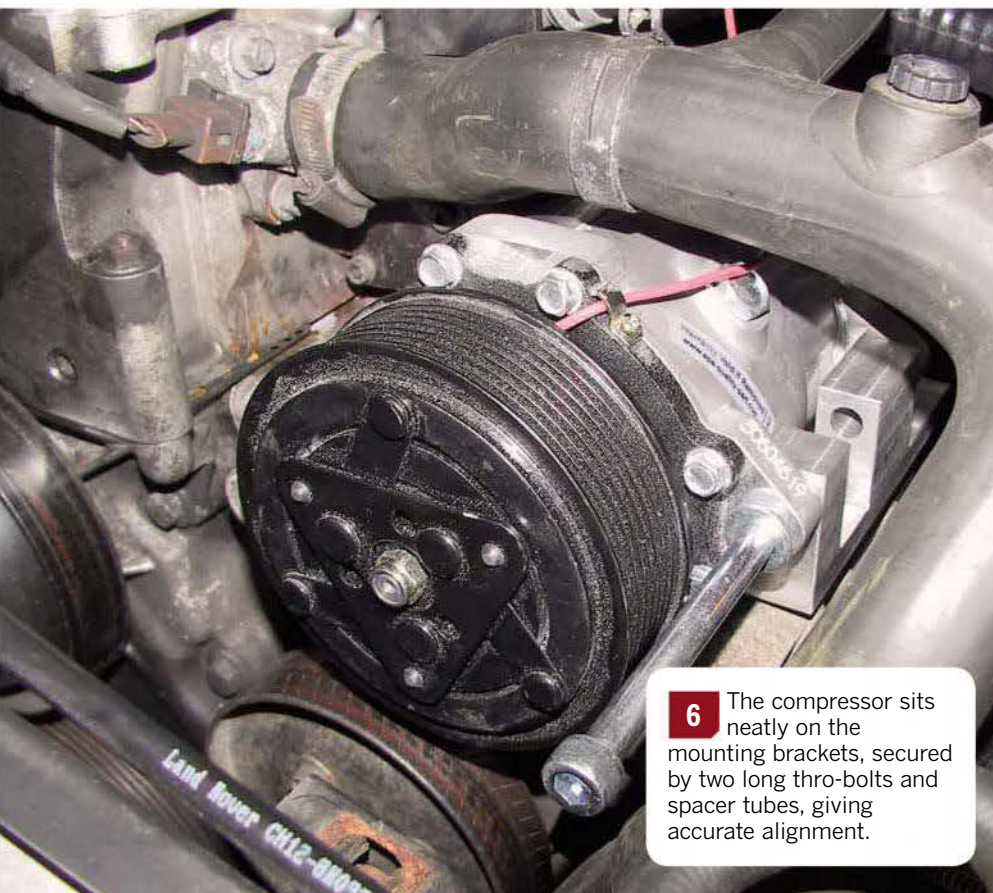
3 The condenser frame bolts to the old strut brackets at the bottom, and sits in the new brackets at the top, adding support for the shut panel.



4 After removing the viscous fan, the tensioner pulley is eased in order to remove the drive belt, then this idler pulley is removed and discarded.



5 Two machined aluminium compressor mountings are bolted to existing tapped holes in the engine bracket, checking threads are clean first.



6 The compressor sits neatly on the mounting brackets, secured by two long thro-bolts and spacer tubes, giving accurate alignment.



7 A new, longer drive belt is fitted to run the compressor, and it's a standard 7PK1800 Gates belt that's easily available.



8 Finally, this drier vessel is fitted under the inner wing. Its support bracket bolts directly to existing mounting holes in the inner wing flange.

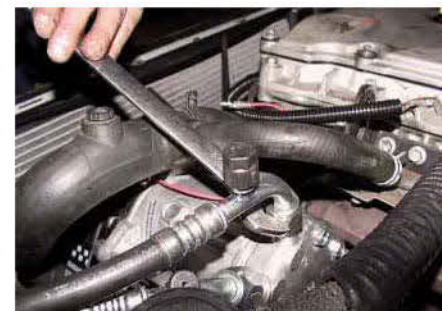
> CONNECTING THE PIPEWORK AND WIRING HARNESS



1 The flow pipe from the compressor to the condenser, and thence to the drier, are installed, carefully tightening the unions to the aluminium condenser stubs.



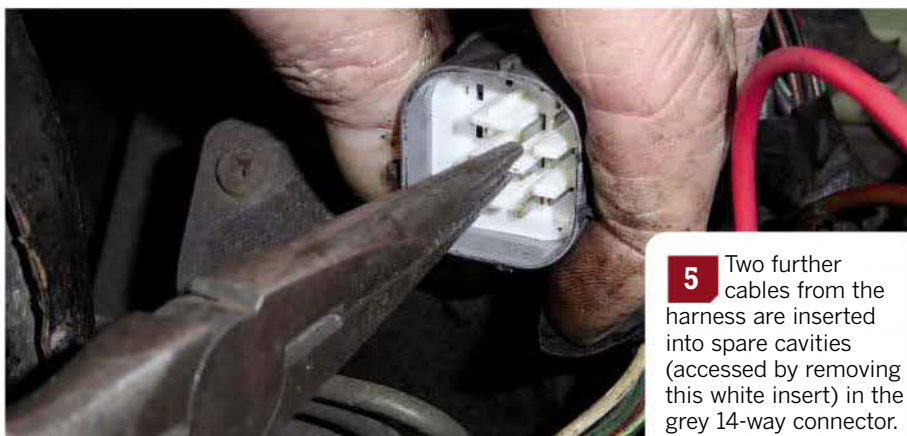
2 Supply from the drier is piped (right) to the evaporator connection at the bulkhead footwell. Adjacent hose returns refrigerant to the compressor.



3 The hose unions are now connected to the compressor (charging point on top). All connectors' O-seals are lubricated with refrigerant oil.



4 The red cable of the new harness is inserted into the existing four-way connector on the bulkhead, and the brown/orange cable spliced and soldered in.



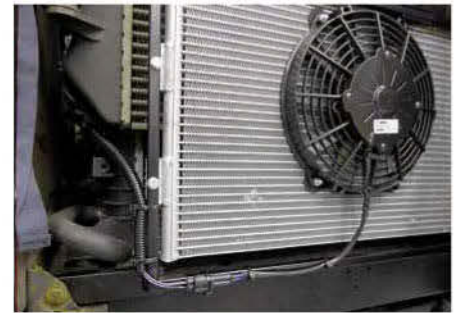
5 Two further cables from the harness are inserted into spare cavities (accessed by removing this white insert) in the grey 14-way connector.



6 Two relay assemblies are installed, the earth connected, and the harness (black corrugated conduit) is secured and led to the front of the engine.



7 Here, the harness splits two ways: across to the compressor to power its clutch (controlled by the facia switch); and downward to the condenser fan.



8 The condenser fan supply is secured to the condenser frame and connects to the multiplug on the harness which is integral with the fan motor.

> CHARGE AND TEST



1 After a brief engine run to check the new drive belt/pulley alignment, the charging equipment circulates 600 grams of R134a refrigerant into the new system.

> NEXT ISSUE

IN THE next issue we'll be fitting a newly developed additional system for the rear passengers. This unit not only supplies cool air, but is housed in a stylish centre console which provides a radical cubby box system. As well as complementing the system in this Td5, the new rear unit is a simple way for owners of Puma models with factory-fitted front air-con to extend system for rear passengers.



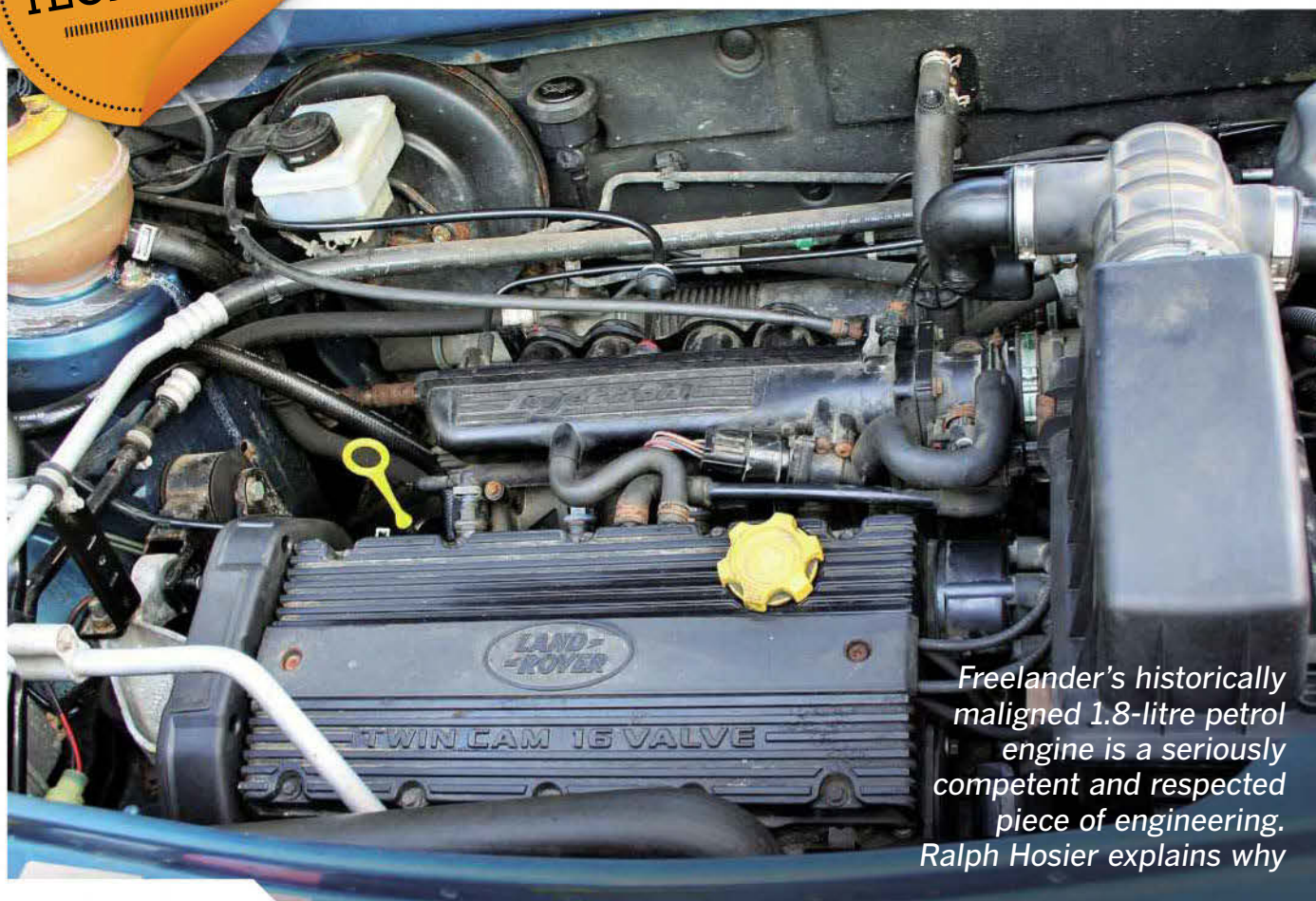
2 With the engine on, the air-con blower switch is turned, and the compressor cuts in. Degree of coolness is controlled on the adjacent switch.



3 There's cool air in seconds, directed by the rectangular vents. Audio speaker and warm air vent below. Blower units sit neatly in passenger footwell.



4 The driver's side has similar vents, plus the easily-reached control panel. Console does not restrict knee room (for me at 5ft 11in).



Freelander's historically maligned 1.8-litre petrol engine is a seriously competent and respected piece of engineering. Ralph Hosier explains why

{KNOW YOUR}

FREELANDER 1.8 PETROL ENGINE

The Freelander 1's K-series 1.8-litre petrol engine (known as K4) is a good engine, yet the myths and legends continue to grow beyond reason for this poor little hero. Sure, it's had some issues, but so has any groundbreaking new design. The K4 won numerous design awards when it was first released, and produced class-leading efficiency due to a brilliant combustion chamber design.

The K4 story started back in 1984 on the Austin Rover AR6 prototype (which led to the Metro) though the basic engine design had been talked about in Austin Rover engineering circles since the 1960s. Initially, it was designed as a replacement for the old A-series engine in Rover's small cars, and it first appeared in Metros with 1.1- and 1.4-litre units.

But when Honda pulled away from Rover, the engine was re-engineered up to 1.6 and 1.8-litres, and this, my friends, is where the fun started.

Originally, the tops of the cylinder bore liners were held in place by the top face of the engine block, but when the engine was enlarged to 1.8 litres this top face was removed, and the liners were held in place only by the head gasket. This was not new, and can work well (as in the old Jaguar V12), but the K4 had other design elements that combined to create a perfect storm.

The engine used a relatively new casting process, pioneered at the Solihull works, where molten aluminium was pumped under pressure from below into the mould. Unlike traditional top-down casting, this lessened the chance of getting gas bubbles in the molten metal, resulting in a stronger casting. The aluminium was then heat-treated, but subsequent exposure to high temperatures would dramatically soften it so that if the engine did overheat for any reason, the aluminium could become softer and more prone to warping.

The head bolts pass from the top of the engine, through the head, cylinder block,

through a strong ladder frame housing the main crankshaft bearing caps, and finish by threading into the oil rail, which also distributes oil to the crankshaft bearings. Thus, all the explosive combustion force was taken by the head bolts, and not by the cylinder block. It's an arrangement found in aero engines and race track machinery, and allowed Rover engineers to design this K-series block and head with much thinner walls, reducing weight, and crucially improving engine warm-up time and, therefore, cold-start emissions. This was to be both its strength and its weakness. Whilst making a strong and light engine, there was little strength in reserve if the engine overheated for any reason.

Nevertheless, the fact that the K-series engine was so light, strong and had good tuning potential, meant it quickly became a favourite among racing circles, finding its way into many high-powered specials with the potential for over 300 bhp in naturally aspirated form. Its stiffness allowed it to rev very high – in standard form the limit is set to 7200rpm, but many racers took it beyond 9000 rpm. It was used by Lotus and Caterham, spawning a large range of tuning modifications. It was also available in 185bhp turbo form, as found in the Rover 75 and MG ZT, and it had even higher tuning potential.

> LOOKING AFTER THE ENGINE

Cooling system


Early Freelander 1s had the thermostat at the back of the engine under the intake manifold. The thermostat was originally designed to provide very rapid warm-up, and it is unconventional in that the sensing is on the radiator (cold) side. Thus, if the engine is under high load from a cold start, it can overheat before the thermostat opens. These thermostats can also stick, which results in the car overheating when warming up from cold, then being fine for the rest of the day once the thermostat has pinged open. The thermal shock of suddenly getting cold coolant into a very hot engine also exacerbated the head gasket issue.


To get round this problem, later Freelanders were built with a PRT (Pressure Release Thermostat) and a revised cooling circuit with a remote thermostat in its own plastic housing between the front of the engine and the radiator. These are far better and can be retro-fitted to older Freelanders.

Freelanders also have a relatively small coolant capacity, again to aid with rapid warm up, but this does mean that if there is any small leak it can rapidly run low on coolant and overheat. That's why it is vital to keep a regular check on coolant level and replace any leaking hoses or clamps.

If you are fixing a head gasket failure then remember that the cooling system



 Cam belt is under the black end cover above the ancillary belts, with engine mounting bracket in front.

 An early sign of cooling issues is coolant expelled from the header tank, leaving a powdery residue.

will have been contaminated with oil, so the radiator, engine and hoses all need thoroughly cleaning out.

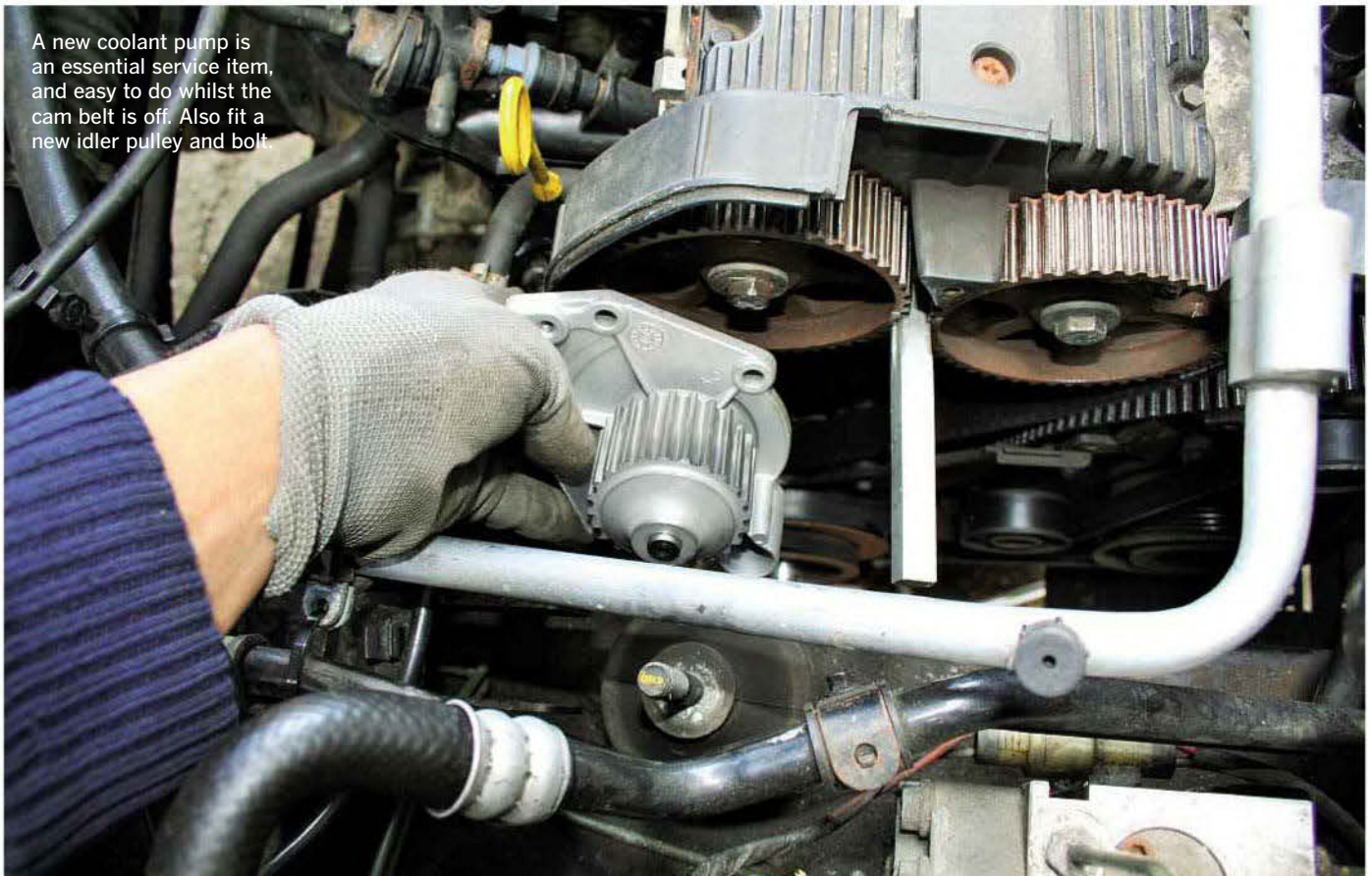
Never ever put an additive in the cooling system to stop leaks, it can lead to blockages and overheating.

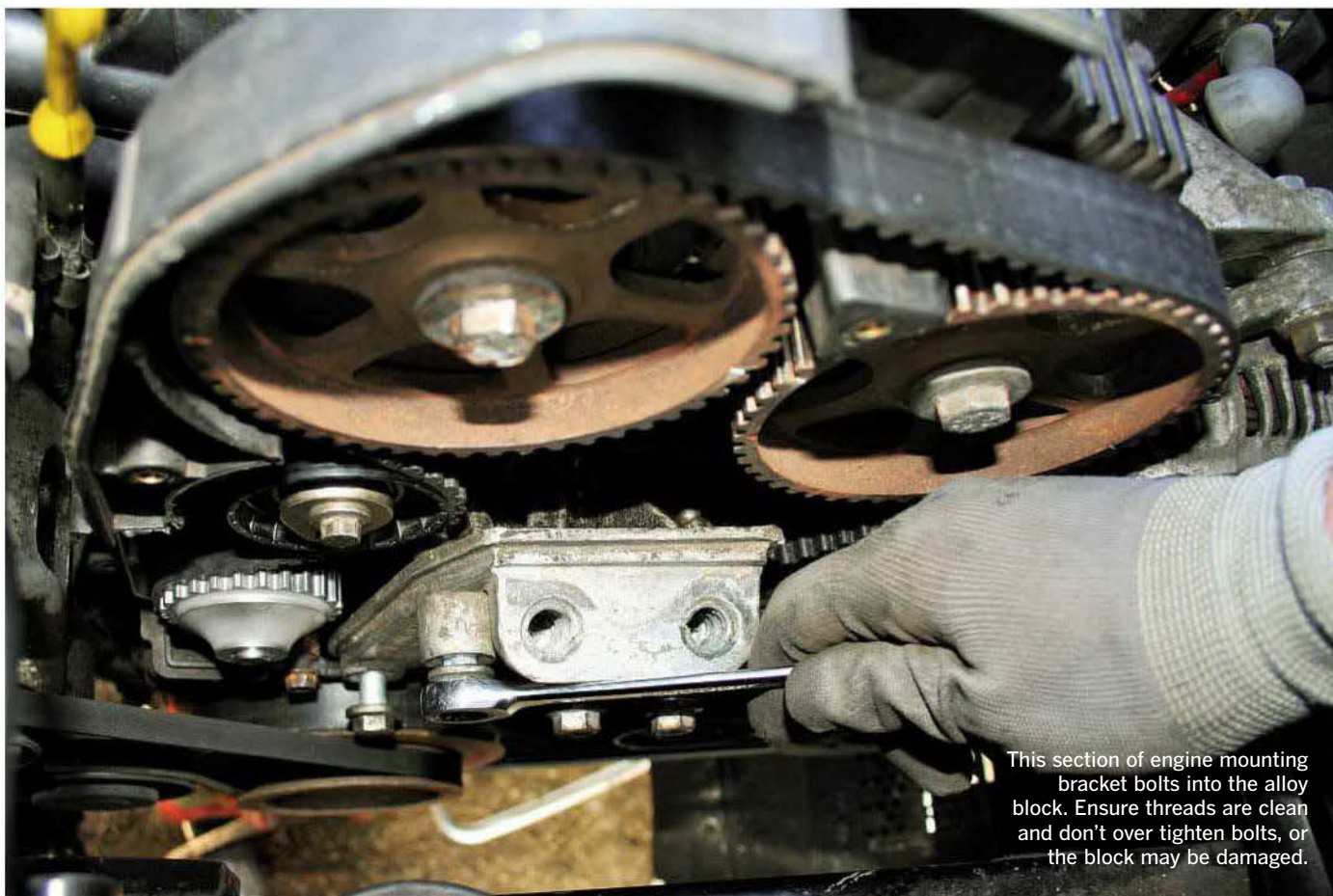
Cam belt

The cam belt is too frequently neglected.



A new coolant pump is an essential service item, and easy to do whilst the cam belt is off. Also fit a new idler pulley and bolt.





This section of engine mounting bracket bolts into the alloy block. Ensure threads are clean and don't over tighten bolts, or the block may be damaged.

It must be changed on schedule and more often if the Freelander goes wading, because water on the belt seriously reduces its life. Changing the belt is relatively straightforward, and requires the front pulley and the engine mount to be removed. Often, the plastic cam belt cover (which protects the belt from mud and water to some extent and is important for prolonging belt life) is broken or missing, so it may be worth replacing if needed. The water pump and belt idler puller are designed to have similar life to the belt, so they should be replaced at the same time to avoid your new belt being thrown off by a failing bearing a short while later. Whilst the

engine mount is off, it is also worth inspecting the bushes and replacing if they appear worn.

Service

The twin-cam four-valve layout has a lot of sliding surfaces and so keeping the oil in good order is very important. Good quality oil lasts longer than cheap oil as a general rule, so buying cheap is most definitely false economy.

The standard air filter flows very well when new, but prolonged use in dusty conditions, including spray from gritted wet roads in the winter, will slowly clog it and performance will gradually decline. The filter clogs because it works,

whereas some alternative performance filters do not clog because they do not filter out the fine particles that grind your engine down. Remember the coolant needs changing every few years too, it's another vital component that all too often gets neglected.

Head Gasket

Of course the big story for the K-series has always been the head gasket. The seal around the fire ring is small and, if the engine overheats for any reason (see section on thermostat), the head can warp and lose its grip on the gasket. This, in turn, leads to more overheating and a vicious circle. Caught early, the head may be okay, or if it is slightly warped it can be re-faced and thus recovered. But if the car is driven often, with this problem getting steadily worse, then the cylinder head will end up as scrap because the heat build-up anneals the alloy, making it softer.

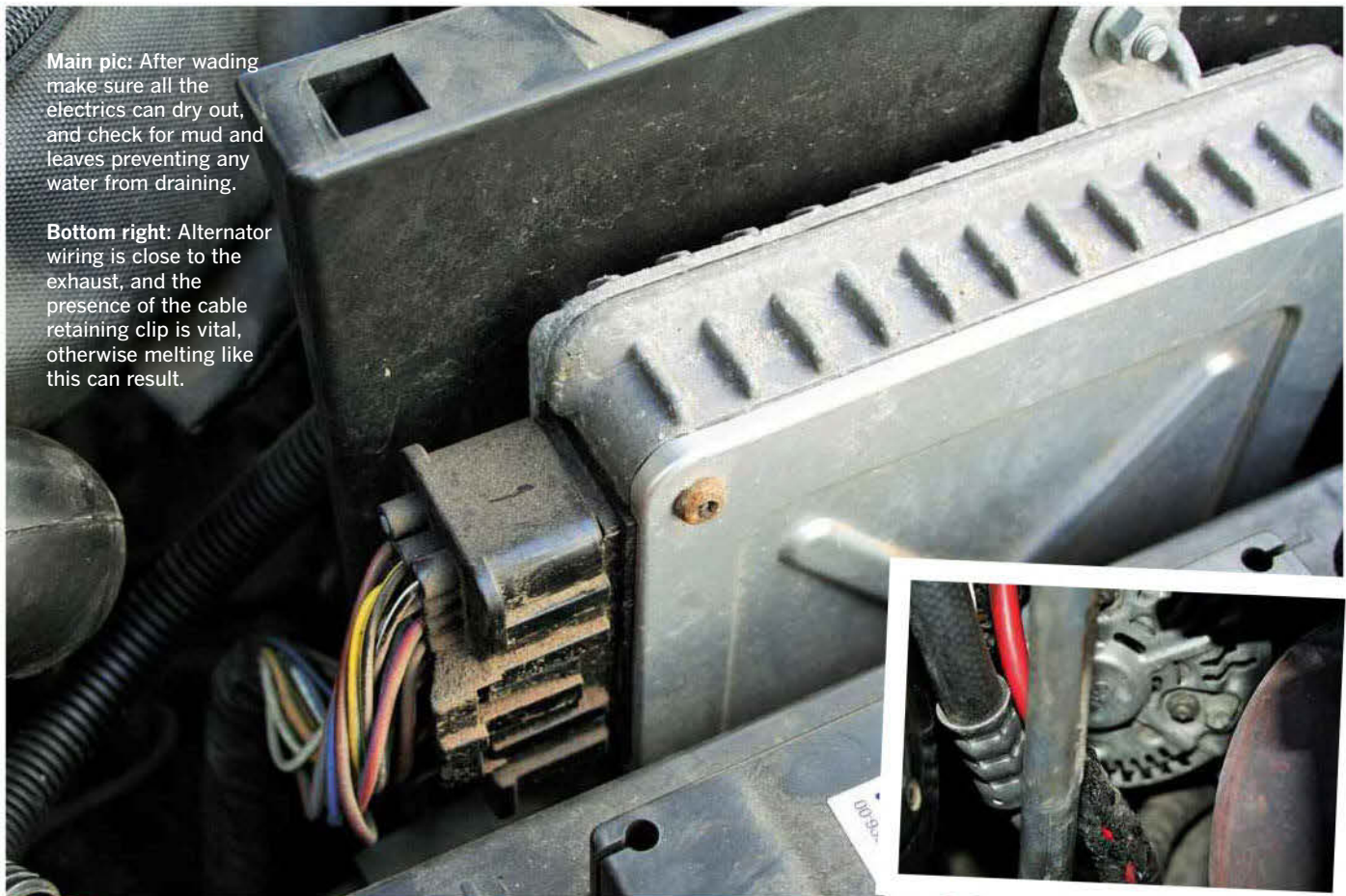
Head re-facing must be done by an expert. The alloy used was prone to porosity so Rover used a machining method that compresses the surface slightly and masks any porosity. Using normal re-facing methods may only cut the surface and possibly uncover tiny holes and lead to further head gasket failures. (The factory machining method has been mis-reported as including a



“Coolant is a vital component, that all too often gets neglected”



Large mount holds engine/gearbox but allows it to rock, restricted by bushes in control arms. Worn bushes give jerky gear shifts and judder pulling away.



Main pic: After wading make sure all the electrics can dry out, and check for mud and leaves preventing any water from draining.

Bottom right: Alternator wiring is close to the exhaust, and the presence of the cable retaining clip is vital, otherwise melting like this can result.

process of surface hardening.) A shim gasket is available from Land Rover that looks like a head gasket, but is a flat sheet that restores the compression ratio after a head has been re-faced. It also protects porous castings from indentation by the fire ring on the head gasket.

If the head gasket fails, simply changing only the gasket is asking for trouble. Something caused it to leak in the first place, either a cooling system fault or a problem with the cylinder head, and this must be fixed, otherwise it will fail again. Early head gaskets were a composite with a bead around the cylinder tops, they were okay as long as the engine never overheated or was driven hard from cold. But, as the cooling system had issues and the Freelander was a relatively heavy car, both these scenarios were likely and so the early head gaskets tended to fail. To solve this, a Multi-Layer Steel (MLS) gasket was introduced. The early MLS gasket was quickly revised and a second version released which also comes with revised head bolts and tightening procedure. The head bolts go through the block and the lower strengthening girdle into the 'oil rail' which houses the captive nuts, and so the oil rail should be upgraded to the later version too.

The head bolts should be measured whenever they are removed, and if they have stretched more than a set amount

they must be replaced. They are the Torque To Yield type, and are deliberately stretched to give a consistent clamping load. They are a vital component and should not be compromised on, otherwise the gasket will just fail again in a few thousand miles.

To locate the head during assembly, loose fitting plastic dowels were originally used, but when the head gasket failure issue arose they were turned into tight fitting steel dowels in an attempt to minimise block to head movement in use. This was only partially successful as it only worked near the dowel. When refitting the cylinder head, make sure you use tight-fitting steel dowels.

Electrics

The ECU is in the engine compartment, so if you do go wading ensure it is protected and that the area dries out properly. Another feature is that the main lead from the alternator is close to the exhaust manifold and, if the retaining clip fails, it can burn through.

Parts supply

The internet is awash with fake parts for the K4 and it is often impossible to tell them apart from the real thing until they unexpectedly fail. So always buy from a reputable supplier that knows about K4 engines and can trace the origin of the

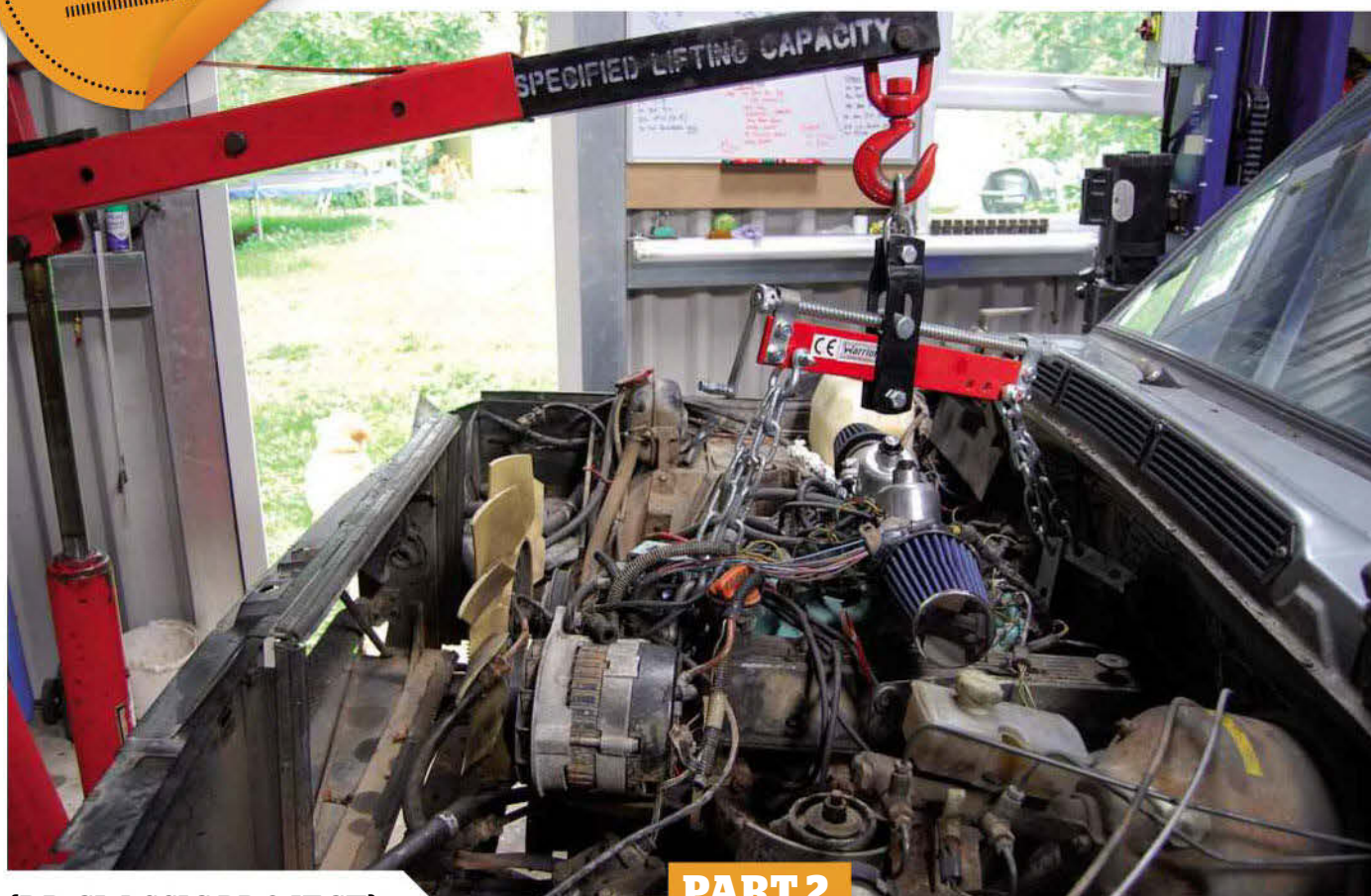
parts, too.

It is also important to get parts that are right for your type of K-series engine, there were several revisions to parts, including the intake manifold and fuel system, and some which had different hose connections and are not directly interchangeable. Having said that, the fact that the engine was used in so many other cars means that you can often get quality parts at good prices by shopping for Rover or MG brands. Because of these factors, it's worth doing a bit of research before buying expensive parts.

> DRIVING ON

THE K4 is economical and has excellent power for its low weight, it could have been a world beater and had legendary reliability if it had either kept the original closed deck design or had a more robust cooling system. But the combination of a fragile gasket, aluminium that turns soft if overheated, a cooling system that is likely to overheat and a heavier car than it was designed for, meant that sadly reliability suffered.

Now though, with good gasket kits and a far greater understanding of the Freelander 1's 1.8-litre petrol unit, the K4 can be a very good little engine. Just keep the cooling system in good order and stick to the service schedule, and the engine can be a reliable performer.



{RR CLASSIC PROJECT}

PART 2

REMOVING THE ENGINES


Our Range Rover project gets underway as Trevor Cuthbert removes the engines from the donor and project vehicles

To provide a better engine for our French-sourced, left-hand drive project vehicle, we had located a complete Range Rover LSE with a 4.2-litre V8 engine, which would also give us the parts we needed to convert to right-hand drive.

But first, we needed to hear its engine running before we considered removing it. With fresh fuel in the tank and a fresh battery, it should have been a breeze to start, but it wasn't. A new key fob battery was fitted in case the immobilisation system was not being de-activated, but to no avail. An auto-electrician was then brought in, and spent most of the day on it, returning the next day after consulting wiring diagrams, giving up at lunchtime having failed to remedy the problem. Given that the LSE had been laid up for a long time, we finally threw in the towel and searched for an alternative donor.

A better donor

Another friend, Andrew Boyd, had the ideal candidate for sale – a 1990 Range



TREVOR CUTHBERT

■ Tools: General workshop tools, engine crane, pry bars, chain or engine leveller, trolley jack

TIME	COST
4-5 HOURS	SO FAR £2400

DIFFICULTY RATING

★★★★★

Rover with a professionally tuned 3.9-litre V8 that was in excellent mechanical condition, but condemned an MoT failure due to structural corrosion beyond reasonable repair. A deal was agreed, and the 3.9 was brought home from County Donegal on the back of the trailer.

Having consulted with Damon Oorloff at Kingsley Cars near Oxford, it was clear that the project would have to use a larger proportion of the donor vehicle than simply the engine and dash. Kingsley Cars is a bespoke Range Rover builder producing high-end Range Rovers sourced from all over the world. The majority of these builds require right-hand drive conversion, and Damon was able to tell me that the wiring loom from a left-hand drive car simply would not work in a right-hand drive car.

So, from the 3.9-litre donor Range Rover, we would need the complete wiring loom, fuel system, dashboard and steering system, front axle, and the engine with its exhaust system. The job would now involve almost completely stripping the donor vehicle, as well as our project.

Only the original transmission would be retained as it is a 4-speed automatic, while the donor is 5-speed manual. This will, of course, involve changing over the flywheel for the automatic flex-plate and the associated spacers.

We decided to first remove both of the engines from the Range Rovers. In the case of the donor, this would begin by liberating all the parts we needed, while in the case of the project car, it would allow closer assessment of the condition of the body shell around the front wheel arches. The removal of the engines is similar on both vehicles, given that the units and their attachment to the bell housings are the same, as are the engine mounts.

Disconnecting the engines

Each vehicle's battery earth terminal was disconnected first, followed by the positive cable, and the batteries removed. The engine wiring harnesses are separated from the main loom at a multi-plug, and there is a harness to be detached from the fuel injection system on the 3.9. The harness on the 3.5-litre project car had been tucked away against the bulkhead when the fuel system had been changed to carburettors. Ignition systems on both engines are dealt with separately. Although the wiring harnesses in the 3.9 engine bay would be the most important for our project, all would be reused, so they were dealt with in a methodical manner. One never knows when an original wiring loom might be needed in the future, meaning this wouldn't be a simple cut-out job as is often seen with engines sourced from a breakers yard.

The coolant was drained by disconnecting the radiator bottom hose and catching the fluid in a container for disposal. The radiators were then removed from the engine bays, allowing more room for the engine to move forward off the transmission bell housing after being unbolted.

The fuel supply and return lines were disconnected from the engine, the 3.5 lines being held by numerous after-market compression clips, while the 3.9's were factory fit and disconnected from the induction manifold chamber using 14mm spanners. Again, much care was taken, as all would be reused.

Neither vehicle had the complication of air conditioning, which would have required specialist collection of the refrigerant, which cannot be vented into the atmosphere, plus removal of compressors, condensers, harnesses and pipework. One job less to do.

The feed and return pipes to the power steering pump on the engines were disconnected, catching the escaping fluid. The main pressurised hose from the pump to the steering box required a 16mm spanner, in quite a confined space.

There are many other links in the

STORY SO FAR



THE ORIGINAL brief for this project was to convert my friend Andy Webb's 1983 Range Rover from left- to right-hand drive and to change the engine to something with more power and torque. Andy had purchased the Range Rover from the former owner in France, with the promise that it was largely rust-free – unlike many of the UK-based vehicles for sale. The 3.5-litre V8 engine had been converted from fuel injection to twin SU carburettors due to problems with the electronic system and Andy felt this had left the performance somewhat disappointing, hence the decision to change the engine.

engine bay, between the vehicle and the engine, and all were methodically identified and disconnected. These include the vacuum hose between the brake servo and the vacuum pump – normally by pulling the plug out of the servo. There will be at least one earth lead between the engine and chassis. The battery earth cable can remain attached to the engine, as long as it clears other components when the engine is lifted. Likewise, the positive battery cable can be left attached to the starter motor if it is carefully freed along its route. The throttle cable is best disconnected at the engine, taking care not to lose any of the little clips or pins for future refitting. The key thing is to check around every part of the engine to see that nothing remains attached when the engine is lifted from the engine bay.

The big lift

On Discovery and Range Rover, the back of the engine is close to the bulkhead, making access to the bell housing bolts difficult, if not impossible. One way around this is to lift the complete body shell from the rolling chassis, which is fine for a vehicle that is being broken for parts, or in for major repair work to the

body and/or chassis. A simpler method is to remove the engine mounting rubbers to allow the engine to be lowered. On a Range Rover of this age, the mounting rubbers are just like those found on a 200Tdi Defender and earlier models. An M10 stud on the top and bottom is fixed through both the chassis bracket and the engine mounting bracket with an M10 nut on each side, removed with a 17mm spanner. Access is restricted, but the nuts need to be removed to get the rubber out from between the engine mount and the chassis.

The engine crane is attached to the lifting hooks on the engine by a short chain with shackles, or an engine levelling attachment. The engine is then raised sufficiently to allow the engine mounting rubbers to be lifted out of the way. Take care that everything is stable before attempting to remove the rubbers, to avoid a trapped hand. Never trust a suspended load – always reach in carefully, keeping fingers as clear as possible. With the mounting rubbers removed, the crane is lowered so that the engine mounting brackets are resting on the chassis, creating a gap between the bulkhead and the engine. There should now be just enough space to get at the bell housing bolts with a 9/16-inch spanner or socket. The lower bell housing bolts are removed from below with the vehicle raised on the ramp, or by crawling under on a creeper.

The gearbox bell housing is supported by a trolley jack to keep it from tipping forward as the engine is removed. After lifting it clear of the chassis again, the engine can be manually moved back and forth a little, to start opening up a gap between the engine back-plate and the bulkhead. This gap allows a pry bar or large screwdriver to be inserted to carefully lever the engine free of the gearbox. By a combination of levering and pulling, the engine soon moves clear of the gearbox and can be slowly raised from the engine bay while continually checking for any missed connections between the engine and the vehicle before anything fractures.

The engine needs to be raised high enough for the sump to clear the slam panel. At this height (almost the limit of the crane's lifting capability), the engine and crane combination is much less stable, so great care should be taken when moving the engine and crane together. It's preferable to move the Range Rover back, if possible, rather than moving the crane; the trolley jack under the bell housing should roll with it. As soon as the engine is clear of the vehicle, it must be lowered to a safe and more stable height immediately.

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> PROJECT CAR'S 3.5-LITRE ENGINE REMOVAL



1 The 3.5-litre V8 engine in our project 1983 Range Rover had been converted from fuel injection to new twin SU carburettors with a new inlet manifold.



2 Our project Range Rover was placed on the 2-post lift to release the underside components such as exhaust pipes and bell housing bolts.



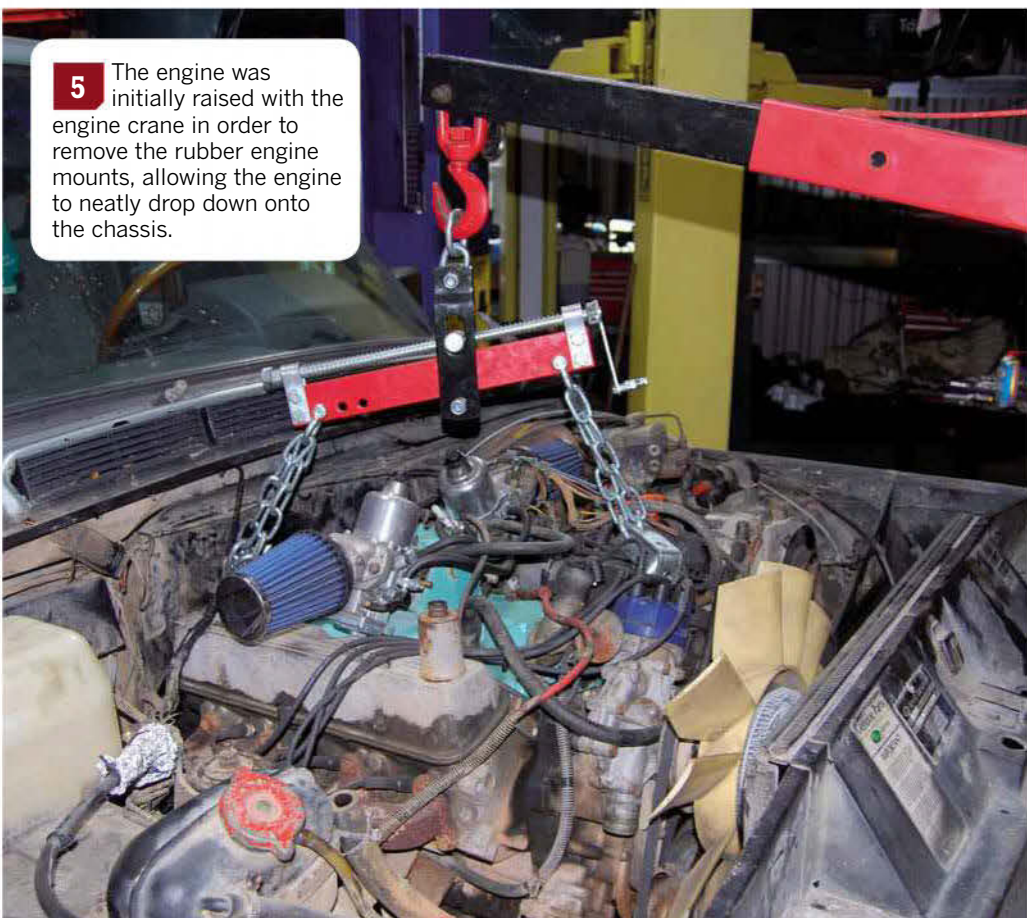
3 The bonnet was removed to make access to the engine bay as clear as possible, but also to allow more light in, making our life easier.



4 Some of the bell housing bolts are difficult to access and require a bit of ingenuity with socket wrench extensions to reach the bolt heads.



6 As the engine is raised clear of the gearbox and engine bay, a little gentle twisting and turning is needed to clear components still in the engine bay.



5 The engine was initially raised with the engine crane in order to remove the rubber engine mounts, allowing the engine to neatly drop down onto the chassis.



7 At almost full height extension of the engine crane, the sump just clears the body work. In this position the load is less stable so extra care is needed.



8 After removing the engine, the load on the 2-post lift isn't as balanced so these 56 lb weights were used to retain the equilibrium.

> DONOR CAR 3.9-LITRE ENGINE REMOVAL



1 The 3.9-litre V8 donor was sourced in County Donegal and was trailered home with its body structure and chassis well beyond repair.



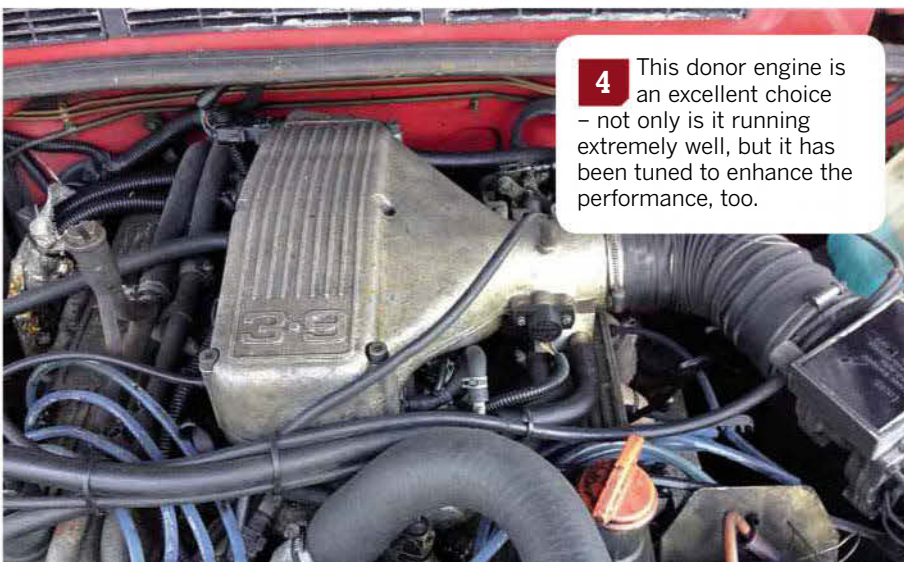
2 On the two-post lift, the underside fixings on the engine and gearbox were released before work began in the engine bay, including the exhaust.

WORK SAFELY

- We advise wearing protective gloves and steel toe-capped boots, plus a bump cap and eye protection when working under the vehicle
- Whether working with the vehicle on the floor or on a lift or ramp, ensure it is firmly supported and stable at all times
- When lifting the engine, ensure the crane and engine remain steady and cannot overbalance. Lower the engine to a safe storage point as soon as possible.



3 While the engine bay looks quite different with the electronic fuel injection system, the engine block is fixed in much the same way underneath.

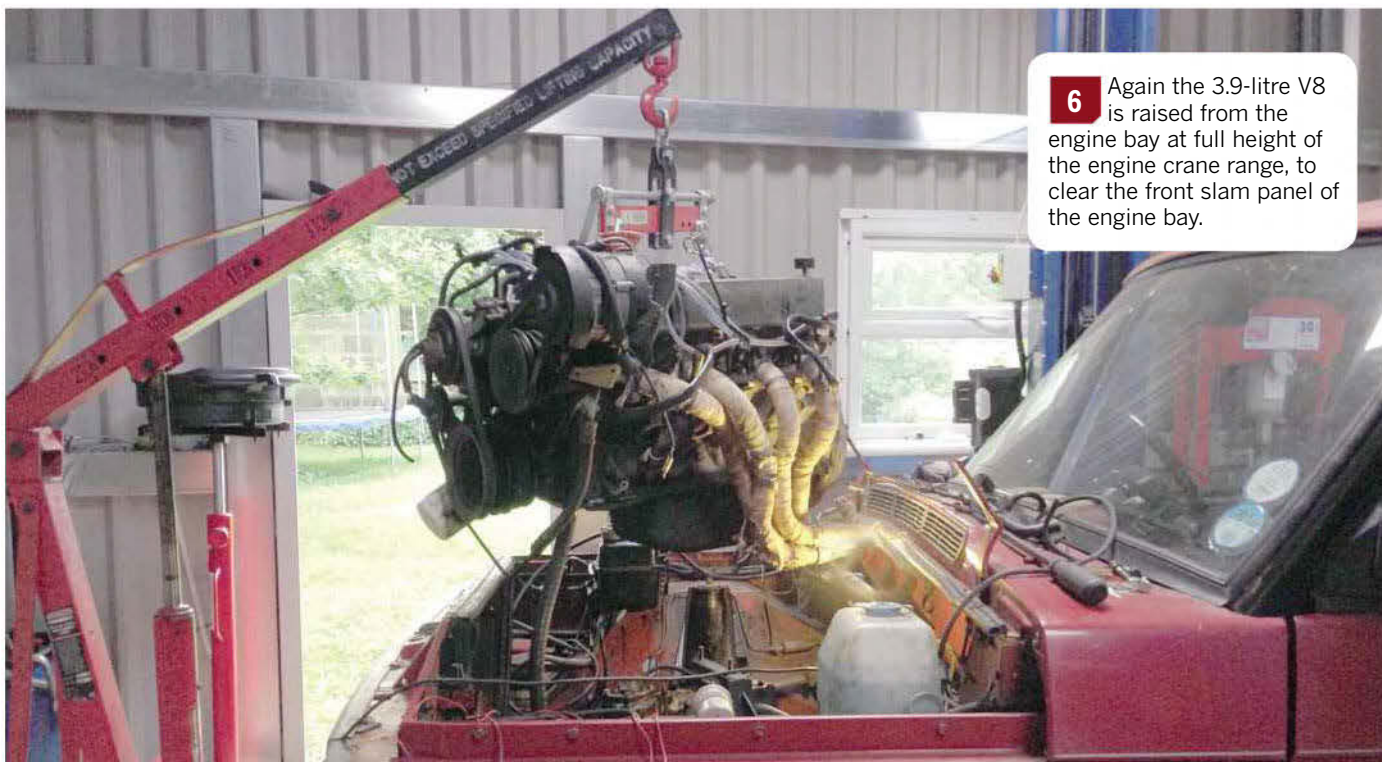


4 This donor engine is an excellent choice – not only is it running extremely well, but it has been tuned to enhance the performance, too.



5 All of the wiring system throughout this Range Rover is going to be transferred over to the subject car so must be removed very carefully.





6 Again the 3.9-litre V8 is raised from the engine bay at full height of the engine crane range, to clear the front slam panel of the engine bay.



7 One of the performance enhancements on this engine is the tubular exhaust manifold system, which allows for more efficient expulsion of exhaust gases.



10 Other components associated with the fuel injection system are needed, including this fuel tank which is different to the one in the project vehicle.



8 Work was also started to free up the transmission from each of the Range Rovers. Here the handbrake cable is being unbolted.



9 The hi-low shifter needs to be released from the transmission tunnel, fixed with a mixture of screws and rivets around the rubber boot.

> NEXT MONTH

IN THE June issue of *LRM*, another big lift is about to take place as Trevor takes us through the removal of the Range Rover's body shell from the rolling chassis. Judging from the outside, the body shell looks reasonably clean and solid, but all of the hidden corrosion points will be revealed, ready for a full assessment after it parts company from the chassis.

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Series III IGNITION TIMING DEBATE

Q I own a 1972 Series III 109. It has a 2.25-litre petrol engine with a compression ratio of 8:1. It has covered about 150,000 km and is problem-free, but I now have some doubts about the correct setting of the ignition timing. My old Owner's Manual states that dynamic ignition timing for models with emission control is 6° ATDC (after top dead centre) at between 750 and 800 rpm with 95 octane fuel. Other books suggest a range from 6° BTDC to 6° ATDC. In this magazine's Winter 2015 issue, page 190, the value is specified as 'certainly up to 6 degrees BTDC'. Several mechanics here in Italy say that, for old cars, the suggested values are not important because one must consider the mileage and the factor of unleaded petrol. I am not satisfied with their answers, so I'm now asking your competent opinion. Which would be the correct setting of the ignition timing?
Pietro Oretti, Trieste, Italy

A There is a certain amount of confusion surrounding the correct ignition timing for the 2.25-litre petrol engine. The factory settings quoted in the workshop manual and handbook are for engines running on 90 and 85 octane



Correct ignition timing is critical for best performance. But a Series III is best timed up using the old-fashioned method of listen, adjust and test.

fuel, whereas standard unleaded fuel to European specification is 95 octane.

After 150,000 km, the distributor on your engine (if it is the original) will certainly be worn internally to some extent, so that the mechanical and vacuum advance mechanisms are unlikely to be performing exactly as they did when the engine was new. If the distributor has been replaced, it may be one of at least four different types (Lucas 22D, 25D, 45D or Ducellier), all of which have different specifications for dynamic timing.

Your pistons and bores are also likely to have some wear, so that cylinder compressions will be a little lower than on a freshly rebuilt engine. All of this makes the factory settings fairly meaningless,

other than as a rough starting point.

These engines are old fashioned and under-stressed, and correct ignition timing is not as critical as on a modern vehicle. The best way to set them up is by ear, using 6 degrees BTDC (static timing) as a starting point. The aim is to achieve the maximum performance without any sign of 'pinking' (a light tinkling sound from the engine) under load when hot. If the engine starts easily and delivers adequate performance without 'pinking', then the timing will be about right. An engine with the timing too far retarded will feel very flat and lacking in performance, and will be reluctant to rev.

Richard Hall

BEST ROAD TYRES FOR A DEFENDER



BF Goodrich AT tyres are known for relatively quiet running, good handling, and off-road performance

Q I am driving a 2001 Td5 Defender 110 with alloy wheels on 265 75 BF Goodrich AT tyres. They're coming due for replacement and I hope you can suggest a good tyre to fit. I do a lot of motorway driving, no towing, and want something that will be quieter, and maybe help with fuel economy.

I don't often use it off road, and then it's only greenlanes, and it has traction control, so I don't think off-road ability is an issue. Tyre noise is though, if I could get this down. Any recommendations?
Frank Whittaker

A The BF Goodrich AT tyres are renowned for high mileage, I'm guessing that your tyres are several years old and covered over 60,000miles? If so with age and less tread depth, comes increasing noise.

Just replacing the tyres will reduce the road noise levels considerably. All tyres

sold in the EU now have to clear the same noise limits.

When considering replacement tyres you should also consider the rolling resistance and the wet weather braking figures. This together with the noise levels will give you a much more rounded view of your next set of tyres.

BFG AT still has one of the better set of figures, but look at other makes including Continental as used by Land Rover on current Defenders also consider Atturo, General, Cooper and Mickey Thompson to name just a few.

You will be able to view all the label data on the relevant tyre company websites or talk to one of the tyre company's, some of which you can find in LRM, for advice and further information. Whilst the labels will give you answers from ideal tests in laboratory conditions the key to fuel economy is driving style.
Silverline 4x4

If the air filter gets wet it's unlikely to allow significant water through to the engine. But it will restrict the airflow, so it's worth removing the filter, either to dry out or replace.



DEFENDER TAKES A COLD SHOWER

Q I own a 1999 Td5 Defender. While out on a very dark and rainy morning I drove through a large puddle at around 25 to 30 mph. I'd say it was around 3-4 inches deep. There was a huge splash, and water sprayed over the bonnet edge and windsreen. It certainly woke me up! I'm a bit worried that water may have entered the air intake and into the air filter or entered the swivel housings. The engine runs fine and is no different to how it was. What do you think?

Bill Daniels

A From your description, it sounds as though your Defender is fine. It will withstand this sort of water impact, though it's a good idea to avoid it if possible. The engine is unlikely to be affected by splash water because the Td5 will wade quite deeply with a raised air intake fitted (at a much slower speed, of course). Splash water may have been drawn into your standard air intake, though not a sufficient amount to do any harm. However, it's worth taking your air filter out to check and dry it if necessary. In the bottom of the air filter box is a dump valve which should allow water to drain out. If any water is in there, poke the valve to let it run out, but I wouldn't expect there to be any. The swivel housings won't have been harmed, and most electrical connectors are well-positioned and fairly watertight.

Ed Evans



Freeland 1's Td4 diesel is a reliable unit, but age and high mileage can introduce electrical problems

FREELANDER TD4'S MAF PUZZLE

Q Can you help with a problem on my friend's 2003 Freeland Td4, which has covered 156,000 miles? He had it diagnostically tested and found that the air pressure sensor was blocked, so he cleaned it out and it was running within parameters. He tried running without the MAF (Mass Air Flow) sensor connected for a while but, when he re-connected it, the car wouldn't run without spluttering at about 2000rpm. He disconnected it again and it revved well and ran great, but used 5mpg more than it should.

So he fitted a new Bosch MAF. It started fine, but still wouldn't rev above 2000rpm. He was advised to take it to a specialist recommended for resolving this kind of thing. They used a PecoScope, checked all wiring and sensors, but still couldn't get it to rev. It was noticed that the new Bosch MAF read low (260), so another new Bosch MAF was fitted and the readings were spot on, but it still wouldn't rev with the MAF connected. He thinks it may be a fault in the ECU, but he's not sure.

The crankcase breather filter has been changed by a Land Rover dealer some while ago (this whole engine issue has been going on for a couple of years). It's also had a new set of injectors and he was then advised to have it chipped by Quantum in case it was a fuelling/ECU issue. It has since been put back to standard mapping. Initially, the problem was hesitation between 2000 and 2500 rpm, but has now developed into the problem described above.

Steve Haywood, Cornwall

This really ought to be a really straightforward problem to solve, but I

A suspect it is not going to be. As a general rule I would always suggest a new fuel filter and, possibly, a new low pressure fuel pump to solve the symptoms you have described, but

unplugging the MAF (Mass Air Flow) sensor should not mask faults in these components.

I would suggest a filter change as a matter of course, unless it is a very recent one. The next obvious thing is that the new MAF sensor must be at fault if the engine revs freely with it unplugged, but you have already tried a second one and proved it is running within parameters.

This really leaves the wiring or the ECU. I know your garage has tested all the wiring with an oscilloscope but this is not an absolute guarantee that there is not a fault. If there is even one wire in the loom that has fractured most of its strands, it will still allow enough current through to run an oscilloscope, but not feed the correct readings to the ECU. Obviously, with an engine that has over 150,000 miles on the clock, everything has done a lot of shaking and has been through enormous numbers of heat cycles, so there is a fair chance that the wiring loom is not in the first flush of youth. This can be checked a little more accurately by testing resistance on each wire between the given sensor and the ECU. You will get a good idea of an average resistance, and any that are reading low will be at fault. Start with the MAF wiring and work your way through all the sensors, it sounds like hard work but, realistically, it will not take much more than an hour.

If this test of the wiring proves all is good, then you must suspect the ECU, although they are not known for being unreliable on the Freeland. I have not mentioned mapping because you have reverted it back to a standard map, though it is a common fault that people suggest 'chipping' an engine to try and get around an existing fault.

This is not correct, and any savvy garage will insist that an engine is running completely as it should before doing any tuning.

Sam Clarke

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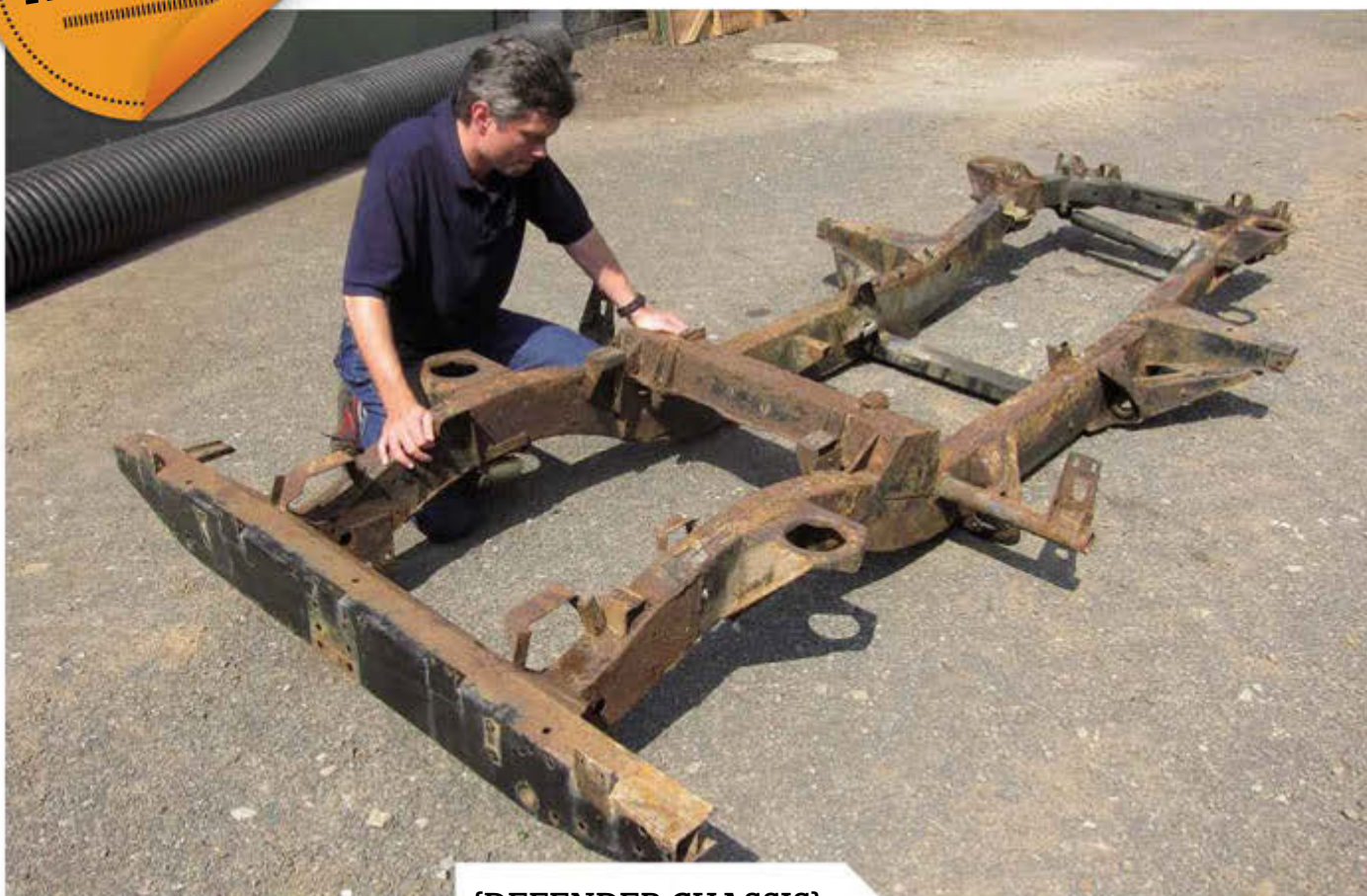
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{DEFENDER CHASSIS}

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DIFFICULTY RATING



Land Rover specialist Mark Lewis emerged from underneath our Defender, shaking his head. "Where have you been parking it, in the sea?" he asked with a wry grin. Though the Portofino red 90 pick-up looked tidy enough on the outside, the MoT failure sheet confirmed the sad story underneath: its chassis was riddled with enough rot to make it unroadworthy.

As we know, the separate chassis construction of the Defender makes rectification of even major rust damage like this a viable job because the chassis can be stripped of its body, drivetrain and running gear and the vehicle rebuilt around a new galvanised chassis. It's a job Lewis, based near Ludlow in rural Shropshire, tackles regularly.

But before we detail the chassis replacement process, we're going to look at the common corrosion failure points on the Defender chassis. Many of them are shared by other separate chassis Land Rovers, from Series 1 right through to the

Range Rover Sport. We're also going to show how to decide when a repair to the existing chassis is the best option, and when going for a replacement is the better bet. If you do decide to replace the chassis you have a golden opportunity to carry out other work that is much more difficult with the body in situ, so we'll also be considering the other jobs that could be done along the way.



Our 90 looked okay on top, but failed its MoT due to chassis corrosion – a common problem on separate-chassis Land Rovers more than a few years old.

> ASSESSING A RUSTED CHASSIS

RUST IN the chassis doesn't necessarily mean that replacement is the best option. Replacing a chassis is a big job, so we need to make sure it's the right decision before starting.

Damage can be repaired if it's restricted to localised areas. The chassis outriggers can be replaced relatively easily, and even the rear cross-member is practical, as we saw with the Td5 replacement in March and April issues. So, if the damage is confined to these, there's no need to replace the whole chassis but, if it's more severe and widespread, replacement is

usually the best option.

The key to making the right decision lies in considering not just the cost and complication of a repair, but also the life left in the rest of the chassis. If you have to patch up the chassis to get it through the MoT test every year, all you are doing is delaying the inevitable end of the chassis' life.

After 20 years there's probably enough corrosion to warrant replacement. The following pictures show some of the typical defects to look out for when assessing a rusted chassis.



1 Factory chassis rustproofing is fairly rudimentary, so it's little wonder that hard-working vehicles start to suffer from corrosion after only a few years.



2 Rust usually starts inside the chassis so it's worse than it appears on the outside. Note the MoT tester's chalk marks on this scrapped chassis.



3 Plate repairs like this are fairly common, and work fine if there's enough good metal left in the chassis to weld to.



4 Main chassis rails rust from the inside out. You will often find repair plates on the underside (this chassis is upside down) where moisture collects.



5 Chassis rails are particularly prone to corrosion at their lowest points – in between the front and rear wheels and behind the rear axle.



6 Box sections like the rear cross-member and main outriggers (shown) collect moisture and mud, so they are favourite rot points.



7 Usually, engine oil keeps corrosion at bay on the front end of the chassis, though check Series-types at the dumb irons and steering relay.

> REPAIR IT, REPLACE IT, OR SCRAP IT?

THERE'S NO need to replace the entire chassis when you only have localised rust to deal with, but once the rot becomes widespread or appears in critical places, replacement is a better option.

Defenders and Series models are holding their value, or even appreciating, so chassis replacement is a good bet – particularly if you can cut costs by tackling some, or all, of the work yourself. Paying for the rebuild can still be worthwhile. The total cost of parts and labour for the chassis replacement however is likely to be only slightly less than you would pay to replace the vehicle with another secondhand one, so why is it worth bothering with a chassis

replacement? The answer is that you get a vehicle with a brand-new galvanised chassis, rather than taking a leap into the unknown with another secondhand Defender that might have a chassis that is little better than the one you've got. The rot tends to come from the inside of the chassis members outwards, so it can be difficult to spot until the rust is severe enough for holes to appear.

By replacing the chassis you will know you can rely on the main structural elements of the vehicle for years to come. Even if you decide to sell the vehicle rather than keep it, the replacement chassis is an asset: it increases the value of your Land Rover and makes it easier to

find a buyer. But before rushing to fit a galvanised chassis, look at the condition of the whole vehicle.

To make chassis replacement worthwhile, the other major components of the vehicle need to be in decent shape. If there's significant rot in the bulkhead and floor for example, and you also need to carry out major rebuild work on the engine and transmission, you have to ask what there is on the vehicle that's actually worth saving. Of course, logic doesn't always play a significant part in a decision like this: you might save a rusty Defender simply because you want to and not because it makes the most financial sense.



1 If the chassis is rusty in several areas, as on our Defender, replacement makes sense. Repairs would be time-consuming and unlikely to last long.



2 The rear cross-member can be cut off and replaced, as has been done here (weld arrowed) – but consider how much life is left in the rest of the chassis.



3 This repair under a chassis rail (upside down here) is still good, but the chassis has failed nearby. Patching up a chassis like this is a never-ending job.



4 Rust close to suspension pick-up points and around Series-type spring hangers is usually terminal. This is close to one of the radius arm mountings.



5 Evidence of prior repair suggests there's limited life left in the chassis. Some time ago this body bracket was cut and welded to a new outrigger.



6 Welding on patches only works if there's enough metal left in the chassis to form a good weld. This is a bad weld on poor metal.



7 If the bulkhead is rusty as well (Series III shown), it may end up in even worse condition after removing it from the chassis.



8 On our Defender the bulkhead was fine, apart from a patch of surface rust at the back of the engine bay, which will be easy to tidy up.



9 It's important to assess the engine and transmission too. A sound powertrain helps make the chassis replacement financially worthwhile.

CHASSIS SWAP LAW



THE LAW makes a distinction between "rebuilt" and "radically altered" vehicles. What we'll be doing here is rebuilding a vehicle, meaning repair and restoration without major changes to specification. The vehicle can keep its original registration number provided the new chassis is of the same specification as the original and at least two of five main components are original – the five being the engine, transmission, axles (as a pair), suspension (front and rear) and the steering system.

If you use a secondhand chassis, the law says the vehicle must undergo an Individual Vehicle Approval test and can only be registered on a Q-plate (which can't be swapped for another registration number later). The same applies if you use a heavily-modified chassis, for example to build a bobtailed or hybrid vehicle.

Some people have worked on the basis that nobody will ever notice major changes hidden under the body, in an attempt to avoid the costs of inspection and re-registering. But they are technically committing an offence and would not be driving the vehicle they had declared to their insurers. Hence, in the event of an accident, they could find themselves without insurance cover.

> CHOOSING A NEW CHASSIS

WHATEVER THE age of your vehicle, replacement chassis for Defenders can now be supplied with several details up to Td5/Puma specification, or detailed individually for specific model types, depending on the supplier and customer requests. Replacement coil-sprung chassis may also carry mounting brackets for the anti-roll bars which were available on later models.

If aiming to rebuild a working vehicle rather than a concours winner, there's no real issue with later-spec details on an earlier Defender such as our mid-1990s 300Tdi. But, if originality is key, you need

a model-specific chassis. So, it's important to order the right chassis spec for the rebuild bearing in mind age and type differences, such as the Td5 onwards rear-mounted fuel tank on 90s.

Order the chassis that suits your Defender, but consider the options. For instance it's possible to order an early-spec chassis with additional mounting points for the later-type rear fuel tank, which could be used to add an auxiliary tank.

Chassis are built in two different ways, depending on the manufacturer. Richards Chassis make the main rails from four

separate flat sheets of steel, which are placed in a jig to form a box section and then welded together at the corners.

The Marsland chassis we used has its main rails built up from two shaped channel sections which are welded together along the top and bottom of the chassis rail.

> NEXT MONTH

IN THE June issue our chassis swap project gets well under way, as the body comes off, the new chassis is checked over, and the mechanicals are bolted on.



1 Chassis supplied by Marsland are made from channel-section members, welded along the centre on top and underneath.



2 Richards Chassis build their frames from flat sections, corner welded along the length. Both are good.



3 Anti-roll bar brackets are fitted as a matter of course – but we won't be using them on our 300Tdi simply because our vehicle doesn't have any.



4 All Marsland chassis have a Td5-style rear crossmember with a recess for trailer electrics socket, plus the later bolt-on rear body bracket.



5 Choose the chassis that suits your Defender's engine type, to ensure the engine mountings are correct, or specify specials.



6 All Marsland Defender chassis have the larger holes for the loom, as on Td5 onward. Richards Chassis are holed to suit individual models.



7 Our chassis is a direct replacement, but you can order Td5/Puma-style fuel tank brackets on the rear chassis, so you can add an auxiliary rear tank.



8 Replacement chassis often have updates and improvements: this outrigger gusset is much more substantial than on the original chassis.

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James Stanbury tests 11 gas torches, and explains why they're so essential for making your Land Rover's electrics bombproof

THE TESTS

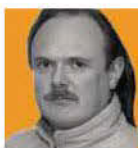
FUNCTIONS: Our first two points only go to products supplied with a decent selection of soldering tips. These must include at least one chisel style tip for a full house. To earn the next two points, a gas torch must also be able to work as a hot air blower and purely as a naked flame torch. An extra point's for grabs for products supplied with genuinely useful accessories, such as heat spreaders.

GAS MATTERS: The first point in this section is only awarded to torches with visible gas reservoirs. And torches that are capable of running over an hour on a single fill get both of the next two points for grabs. The final point here only goes to torches that are easy to light in the first place.

EASE OF USE: Inevitably, gas torches come with a selection of small – easily lost – accessories, so an extra point's awarded to all products supplied with a case. Our next two points concern ease of use whilst the torch is lit. One point is awarded to all tools with an integral stand, so that you can put the tool down safely without having to extinguish it first. The other point only goes to tools that can have their tips swapped without having to wait for the tool to cool down completely.

POWER: We measured how hot each tool's tip got after two minutes of running at full power. We also used each tool outside (ambient temperature of 6 degrees C) on varying thicknesses of automotive cable, to gauge power. Only the very best performers got both of the two points available.

SOLDERING TORCHES



**JAMES
STANBURY**

There's just something about mackled together red, blue, and yellow crimps that screams out bodge whenever you look at them. Perhaps that's because they're ugly, or maybe it's because most of us have experience of these types of crimped connectors failing or causing problems.

Some say that pre-insulated crimp-on connectors are wonderfully simple – which they are – and they're fine if decent crimping tools have been used. But that's only half true. Crimps put on with a cheap tool will probably come off with a slight tug. But even crimps firmly fitted with ratchet crimping tools don't fare well long term. Vibration tends to loosen the crimp's grip on the wire. And one area where these crimps fail

dramatically is moisture exposure. Put simply, there's absolutely nothing to prevent water entering the crimp and festering into corrosion. On the one hand, that'll probably interfere with the flow of power from wire to connector. Left to its own devices though, the rusting may even swell the crimp slightly open.

Fortunately, there is a better alternative for automotive wiring: uninsulated crimps, soldering, and heat shrink tube. Granted, using uninsulated crimps requires a bit more care in terms of getting the right crimp for the right gauge of wire, but specialists such as Vehicle Wiring Products (www.vehicle-wiring-products.eu, tel. 0115 9305454) can certainly help out with that. And, yes, you will have to fork out for a different set of crimping pliers, because tools designed for insulated crimps don't generally work with uninsulated terminals. It's also necessary to learn how to solder too, but that's hardly difficult. And, finally, you'll need some form of soldering tool. With a choice of electric irons, electric soldering guns and jack-of-all-trades gas guns however, which should you go for?



KENNEDY KEN-516-9120K

COMMENTS: Like the Best Buy, this tool can solder, be used as a torch, and it'll throw out flameless hot air. Kennedy has included a sponge, hot knife, and a useful heat deflector attachment, for when the tool's in torch mode too. Better still, the plastic tip retaining screw makes it possible – with care – to swap tips without having to wait for the pieces to cool down. As good as these features are, what we really liked was the high 407 deg C heat output and solid auto ignition. Only the premium price – compared to the winning Dremel – is an issue.

PRICE: £65.06

PRICE FROM: www.cromwell.co.uk

WEB: www.cromwell.co.uk

CONTACT: 0116 288 8000

PERFORMANCE: 12/14

IS IT WORTH THE MONEY? 3/6

OVERALL SCORE: 15/20



LASER 3410

COMMENTS: Although pretty modest, in terms of output, this torch is up to most automotive soldering tasks even if you revert to using the flame when splicing, or fitting, terminals onto really hefty cable. But that's no problem: the naked flame is easily accessed. A heat blower, three styles of soldering tip, plus a rope cutter, sponge and solder are also thrown in. Despite the lack of a flint, or auto ignition, this is an easy tool to light up. That's because, rather than struggling to light the gas through the catalyst you can temporarily slide the cat out of the way.

PRICE: £34.12

PRICE FROM: www.toolbay.co.uk

WEB: www.lasertools.co.uk

CONTACT: 01926 815000

PERFORMANCE: 9/14

IS IT WORTH THE MONEY? 5/6

OVERALL SCORE: 14/20

WHAT'S IMPORTANT?

FUNCTIONS: Most of the time you'll probably use a torch as a soldering iron, so it's important that a soldering tip is supplied. And we prefer chisel style tips to small points – which are better suited to electronics. Many torches can also be used as flameless hot air blowers – for shrinking heat shrink tube – or as mini blowtorches. Both of which are incredibly handy for automotive tasks.

GAS MATTERS: Before you start a soldering marathon, you want to know that your torch isn't going to run out of gas half way through. So it's important that you can see the level of gas in the reservoir, and it's a bonus if the tool can run a decent length of time between refills. All of these tools use catalyst technology to make the butane burn at a high enough temperature to be usable for soldering duties. This catalyst usually looks like a piece of fine gauze, and on some models you have to light the torch through it. Unfortunately this is often difficult because the gauze acts like a grid of tiny gas jets, and the gas ignites on the outside of the gauze. This doesn't allow the catalyst to get hot, and consequently the torch doesn't reach a usable temperature. However, manufacturers have found ways of making ignition easier, with a piezo crystal automatic igniter being the most foolproof by far.

EASE OF USE: As a gas torch set contains lots of nozzles and small components, a case is something of an essential to keep all the bits together. We prefer torches that can be put down safely whilst still hot, too, whether that's due to an integral stand or some form of support built into the case. The way the tips connect to the torch varies from model to model. On some, the whole outer tip assembly is retained in place by a plastic thumbwheel. As this doesn't get hot, it's actually possible to remove the entire assembly, tip out the hot components, drop in another tip, and then refit the whole lot to the torch. This is obviously preferable to waiting until all the tips are cold enough to handle, before swapping them – particularly if you've just finished soldering and want to swap to the hot air tip for shrinking down insulation.

POWER: As all of these tools can be turned down, for dealing with delicate wires and components, the hotter a torch gets the better. Bear in mind that thick cables and terminals, which are found everywhere on vehicles, demand a surprising amount of heat for soldering.



ROTHENBERGER MICRO SOLDERING IRON & TORCH KIT

COMMENTS: A good alternative to Laser's 3410. Both guns are rather tepid compared to the most powerful tools in the group. But soldering normal gauges of wire will be possible, even if you have to resort to the naked flame to warm up enormous terminals affixed to really heavy leads – such as the starter motor feed. We prefer this gun's button ignition to the 3410's manual alternative, and the semi visible fuel reservoir is a bonus. With just a single pointed tip, plus a sponge, hot knife, some solder, and a heat blower attachment however; this rather trails the 3410 on the accessories front.

PRICE: £44.99

PRICE FROM: www.screwfix.com

WEB: www.screwfix.com

CONTACT: 0500 414141

PERFORMANCE: 10/14

IS IT WORTH THE MONEY? 4/6

OVERALL SCORE: 14/20



SENATOR SEN-516-2040K

COMMENTS: A deceptive little rascal, whose rating and size led us to think it would have a lukewarm output. We couldn't have been more wrong. Although the torch was tricky to light – what with having to ignite the gas through the catalyst – once lit the tip temperature rapidly raised to an impressive 330 deg C. Again, this gun can be used as an iron, torch, or hot air blower. And, just like most others here, the kit is bundled with a tube of solder and sponge. One definite plus point, other than price is the flat, rather than pointed, soldering tip.

PRICE: £31.67

PRICE FROM: www.cromwell.co.uk

WEB: www.cromwell.co.uk

CONTACT: 0116 288 8000

PERFORMANCE: 9/14

IS IT WORTH THE MONEY? 6/6

OVERALL SCORE: 15/20

IRONS v GUNS v TORCHES



- Soldering irons, powered by the mains or a 12 volt supply, are the most common soldering tools. Whilst they are fantastic for soldering delicate components onto a circuit board though, few have the oomph to warm anything other than the smallest automotive cables to a solder-melting temperature, especially outdoors where a chill wind cools the iron's tip and the cable. Unless the iron is a huge industrial model, it's doubtful you'd be able to solder a crimped connection at all. That's because connectors act like a heat sink, dissipating the iron's heat out to the air, rather than allowing the crimped section to get suitably hot.
- Soldering guns are similarly electrically powered, and they heat up almost instantly – thanks in no part to a spotwelder style resistance connection between two electrical probes. However, due to the way they work, they can only supply the heat for a very short period of time. And that's exactly what rules them out of most automotive tasks. Generally, for connectors and automotive cables, you'll need a fair bit of heat for a reasonable length of time to produce soldered joints.
- Soldering torches, like the 11 featured here, run on butane lighter fluid. And most can be used as either a powerful soldering iron, or a very small and precise blowtorch. It's the latter that makes torches so suitable for automotive use. Using the flame carefully, large uninsulated crimps, or barrel style butt connectors, can be heated directly – which rapidly brings them to solder melting temperature, regardless of ambient temperature or how thick the adjoining cables are. Other benefits include the total portability of a gas torch, and the fact that many also boast hot air nozzles. These can be used to mould heat shrink insulation permanently over any repairs or joints.



DREMEL VERSAFLAME 2200

COMMENTS: Probably not the first name we'd think of for a soldering gun, but Dremel is a very well-known brand nonetheless. And we reckon that works in this tool's favour. Whereas most gas torches are niche products, this one's higher profile seems to have secured it a much keener price. Not convinced? Well, the 290 watts max output is way hotter than anything else here, but the tool is as versatile as it is powerful. You can use it as a torch, high and low output hot air gun, paint stripper, and a soldering iron. And all for less than £35, despite build quality surpassing every other product here.

PRICE: £34.99

PRICE FROM: www.screwfix.com

WEB: www.dremel.com

CONTACT: 0344 736 0109

PERFORMANCE: 10/14

IS IT WORTH THE MONEY? 6/6

OVERALL SCORE: 16/20



DRAPER 78774

COMMENTS: On paper this seemed like a good budget torch. Okay, you can only use it as an iron or a hot air blower, but it's compact and even boasts an automatic igniter button. Sadly, limited heat output severely dented our enthusiasm. Poor results in the two-minute tip temperature test, were backed up by equally lacklustre performance during subsequent use. We feel this iron is really only good for electronics or very thin cabling. The instructions explain that the cap has been designed to act as a prop style stand. In practice we found this to be very Heath Robinson and not at all recommended.

PRICE: £18.37

PRICE FROM: www.pvrdirect.co.uk

WEB: www.drapertools.com

CONTACT: 0238 0494333

PERFORMANCE: 3/14

IS IT WORTH THE MONEY? 2/6

OVERALL SCORE: 5/20



VEHICLE WIRING PRODUCTS SP70K

COMMENTS: Just like Senator's SEN-516-2040K, here's a modest looking gun with a big output. On paper the 70 watts rating doesn't sound all that remarkable, but this tool heated up every bit as rapidly, and to roughly the same temperatures, as the Best Buy and the big Kennedy. Only when soldering really thick cables did the gun start to feel a little underpowered. It can also be used as a heat blower and a torch, making most soldering jobs fair game. At just under 60 quid, though, we'd expect a bit more oomph and a button ignition – even if the cap mounted flint works well.

PRICE: £59.40

PRICE FROM: www.vehicle-wiring-products.eu

WEB: www.vehicle-wiring-products.eu

CONTACT: 0115 9305454

PERFORMANCE: 11/14

IS IT WORTH THE MONEY? 3/6

OVERALL SCORE: 14/20



SENATOR SEN-516-2020K

COMMENTS: If we take Senator's excellent SEN-516-2040K kit, throw away the case and some of the other extras included, then we get this: a deceptively powerful little torch that will solder, produce a naked flame, and stream out hot air. And all for a smidgen over 20 quid. So is it really worth splashing out for the kit, for ten quid more? Well, the tube of solder's handy, but it can't be worth more than 99p. Ditto for the plastic case. The sponge makes tip cleaning easy, but there are plenty of equally effective makeshift methods. Good as the set is, we think the torch on its own makes more sense.

PRICE: £22.18
PRICE FROM: www.cromwell.co.uk
WEB: www.cromwell.co.uk
CONTACT: 0116 288 8000
PERFORMANCE: 7/14
IS IT WORTH THE MONEY? 6/6
OVERALL SCORE: 13/20



KENNEDY KEN-516-9320K

COMMENTS: Effectively a beefed-up, 125 watt version of Kennedy's smaller KEN-516-9120K, it was no surprise how quickly the tool warmed up or what temperature it reached in the two minute test. Like the smaller Kennedy, the built-in igniter made short work of firing the torch up. Like the smaller model, the tool can solder, blow hot air, or be used purely as a torch, but one improvement is an integral fold down stand. Unless you intend to do a lot of soldering though, £76 is hard to swallow given the more powerful Best Buy costs less than half.

PRICE: £76.79
PRICE FROM: www.cromwell.co.uk
WEB: www.cromwell.co.uk
CONTACT: 0116 288 8000
PERFORMANCE: 11/14
IS IT WORTH THE MONEY? 1/6
OVERALL SCORE: 12/20



LASER 3658

COMMENTS: Although the tip reached 390 deg C in our two minutes test, we suspect the high temperature is largely down to the tip's lack of bulk rather than a massive output. And said tiny pointed tip is this product's Achilles' heel, proving too small for most automotive applications. A situation made worse by lack of access to the naked flame for more brutal heating. Fortunately the torch will work as a hot air blower. Whilst we like the product's diminutive size, and clever design touches like the pull out stand, it's just not powerful enough for serious car work.

PRICE: £20.46
PRICE FROM: www.halfords.com
WEB: www.lasertools.co.uk
CONTACT: 01926 815000
PERFORMANCE: 6/14
IS IT WORTH THE MONEY? 6/6
OVERALL SCORE: 12/20



DRAPER 78772

COMMENTS: Although definitely still a soldering tool, this wouldn't look out of place in a professional kitchen. And actually, if you remove that hefty soldering tip – which doubles up as a rope cutter – the tool becomes a torch. Unfortunately though there's no way of producing flameless hot air. In fact, it proved difficult to make the torch do anything at all. For some reason, the button igniter would only work when the tip was removed, and it was very difficult to fire up the gas manually with the tip in place. For the size of the tool, we were surprised by the lacklustre output too.

PRICE: £40.95
PRICE FROM: www.tooled-up.com
WEB: www.drapertools.com
CONTACT: 0238 0494333
PERFORMANCE: 8/14
IS IT WORTH THE MONEY? 3/6
OVERALL SCORE: 11/20

VERDICT

IT'S NOT often a product emerges so early on as an obvious outright winner. But, in this test, that was the case with Dremel's Versaflame 2200 Best Buy. It outclassed all others in terms of output, but that's only half its appeal. Despite a couple of infuriating health and safety features to prevent children accidentally firing the tool up, the gun was one of the easiest in the group to start and use. We also like the massive fuel tank, which gives realistic usage times between fills. The clincher is that sub £35 price, with other rival tools costing around double that.

Kennedy's Recommended KEN-516-9120K is one such product, which trails the Dremel's output considerably, despite costing over 30 quid more. But it's not without appeal. Some will prefer the straight, rather than gun-style, shape. And, for us, the clever way the tips attach to the body is pure genius. With care it's possible to swap from soldering iron to heat blower applications without waiting for the gun to cool down, or using pliers.

The Best Budget Buy goes to Senator's SEN-516-2020K, as it's a great combination: cheap, powerful, able to solder, expel hot air, and produce a usable flame.

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Words: Dave Phillips Pictures: Land Rover & Dave Phillips



When is a new model not a new model? When it looks like the old one, some would argue – and that was the case with the Discovery 4 on its launch late in 2009. It didn't half look like the outgoing Discovery 3.

But although the two models shared the same platform and body panels, there was one massive difference: reliability.

Disco 3 had got itself an unwanted reputation for going wrong. Usually nothing hugely serious – electrical gremlins caused by water ingress springs to mind – but it was not the sort of stuff expected by folk migrating to the marque from über-reliable German cars.

So, once those reliability issues had been resolved, Land Rover renumbered it the Discovery 4, in order to distance themselves from the outgoing model.

At least that's the rumour. The official line from Solihull was different.

"The outgoing Discovery 3 has well over 100 international awards to its name. But we've found ways to improve virtually every aspect of the vehicle's design and engineering – some subtle, some major. New design signals comprehensive engineering change under the skin, and now gives us the Discovery 4," said Phil Popham, Land Rover managing director, as he unveiled the Disco 4 back in 2009.

Reading between the lines, what he was really saying was that the Discovery 3 was behind them and the Discovery 4 was the bright new future for Land Rover. And he wouldn't have been wrong.

Nearly six years on, the Discovery 4 is indeed an extremely reliable performer, which has won acclaim from satisfied customers. Like most modern Land Rovers, it just doesn't go wrong.

How did they do that? Well, for starters the electrical systems that had been prone to getting wet were moved to places where they stayed dry. It wasn't exactly rocket science, but it worked.

That's very reassuring for Disco 4 owners, and would-be buyers, but this is a Survival Guide. You want to know what it's like to live with, don't you? So here goes...

Disco 4 arrived with new engines and gearboxes. The outgoing 2.7-litre TDV6 was replaced by a bigger 3.0-litre version, with twin turbos, which gave 29 per cent more power and 36 per cent more torque, yet reduced CO2 emissions by 10 per cent (although the Commercial van version retained the old 2.7 engine for a while).

The extra torque meant the ZF six-speed auto gearbox was re-engineered with taller gearing to take advantage of that extra torque. Meanwhile, the twin turbos all but eliminated the annoying turbo lag of the old engine.

A year later, another version of the TDV6 was announced, with 245 bhp. It was called the SDV6 and was an optional extra.

Since then, the Discovery has gone from strength to strength – picking up plaudits and awards along the way. For example, it has won our sister magazine *Auto Express's* awards for Best Tow Car and Best Large SUV every year since 2009.

The latest incarnation of the SDV6 produces 256 bhp and 600 lb-ft of torque, delivered to the wheels via an eight-speed ZF auto box.

Land Rover claims fuel consumption of 35.3 mpg (EU combined), 0-60 mph in 8.8 seconds and a top speed of 112 mph. Not bad for a bruiser of a car that's 74.3 in tall, 80.8 in wide, 113.6 in long and weighs in at 2.5 tons.

But it's those dimensions that make Discovery 4 the most versatile vehicle on the planet. This is a car for all reasons – one that can seat seven adults in three rows, in comfort, yet fold two rows of those seats flat into their recesses in the floor and you end up with a commodious load space on a par with a Transit van. Of course, if you don't have a family to rival Old Mother Hubbard's, you can forget the seven seats and just go for the Commercial van version anyway.

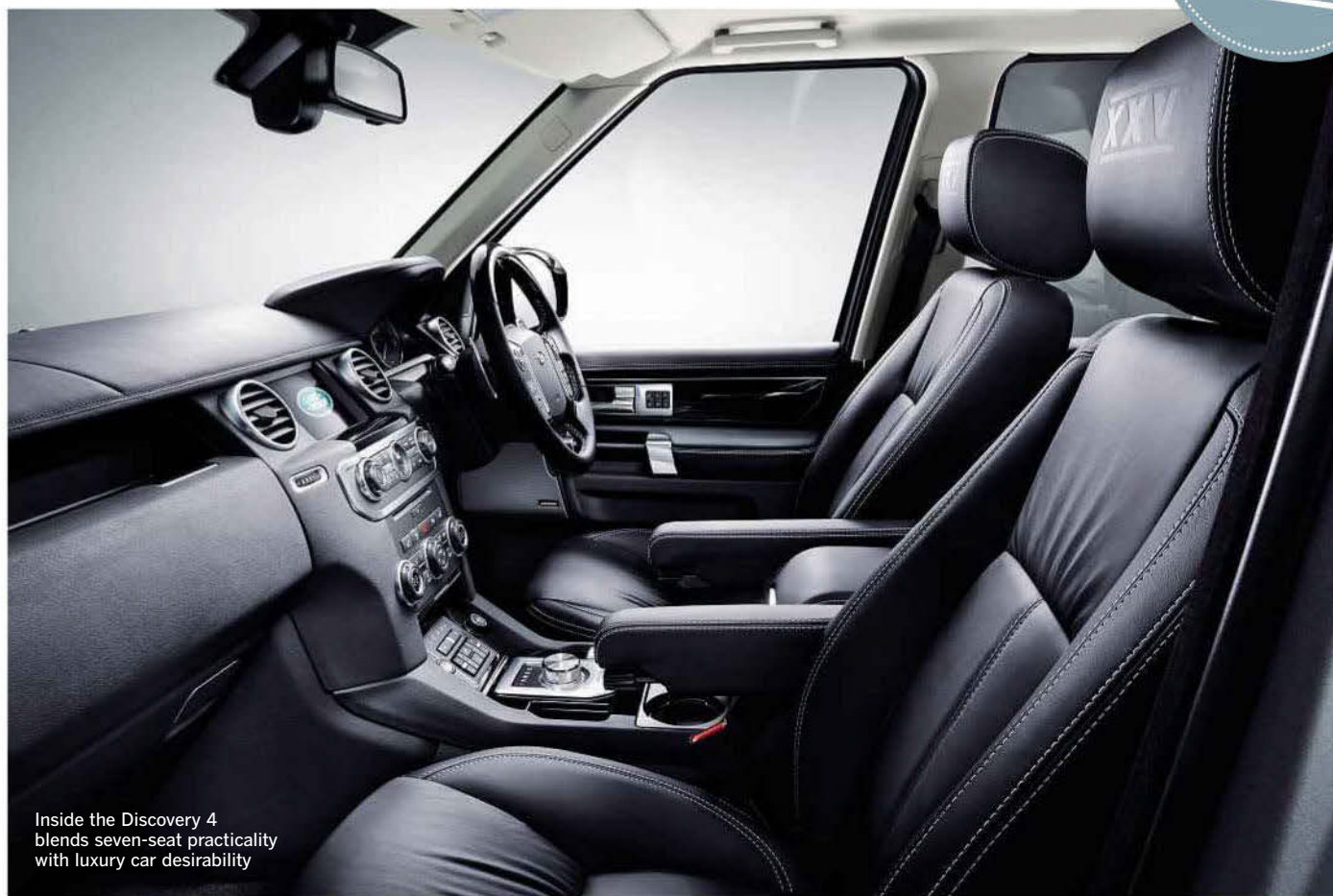
It is also a competent highway cruiser, with electronic aids to prevent the sort of body roll you'd expect on a vehicle this size. And it is the best in class off-road, thanks in part to even more electronic wizardry, delivered via the familiar Terrain Response system.

All this must sound too good to be true. So I asked two old friends who know Discovery 4s inside out to give me the lowdown – Nene Overland's service manager, David Jenden, and technician, Matt Carter.

"Discovery 4 is my favourite car," says David. "I liked the Discovery 3, too. In fact I bought one brand new ten years ago and unlike most people, I loved it. Mine didn't go wrong. But I loved the Discovery 4 even more. It's powerful and smooth and inside it's a nice

"It's those dimensions that make the Disco 4 the most versatile vehicle on the planet"





Inside the Discovery 4 blends seven-seat practicality with luxury car desirability

place to sit. It's also very reliable.

"But things can go wrong, especially as high mileages start to clock up. Luckily there's nothing too serious in most cases."

Matt agrees: "There are some common problems. For instance, the vacuum hoses on the turbo can split, especially where they run over the top of the radiator. The heat from the radiator slowly melts them. You'll know when it happens, as it affects performance – typically a juddery feel until the second turbo kicks in. It's easy to fix, with new hoses."

Both agree that the electrical problems that dogged the Discovery 3 are more or less a thing of the past, although some electronic modules can fail as the cars get older. Luckily it is usually just a case of identifying the problem via a diagnostic software and swapping the old module for a new one.

"There are up to 90 individual modules on each car, depending on the specification," says David. "They are usually very reliable, but like all things they are capable of going wrong. It doesn't happen very often, because vast amounts of money have been spent on R&D by Tata to make sure it doesn't."

"Because the Discovery is such a big car, it is quite hard on suspension bushes," says Matt. "The front lower suspension bushes are especially prone and, when badly worn, you will hear a 'knock' as you brake or pull away."

"Brake pads will also wear more heavily, as people use their brakes more when driving an automatic, which all Discovery 4s are. Wheel bearings will wear with age and are worth replacing on high-mileage vehicles."

The good news is that the Discovery 4 is not at all corrosion-prone. Some major repair and servicing operations require the body to be



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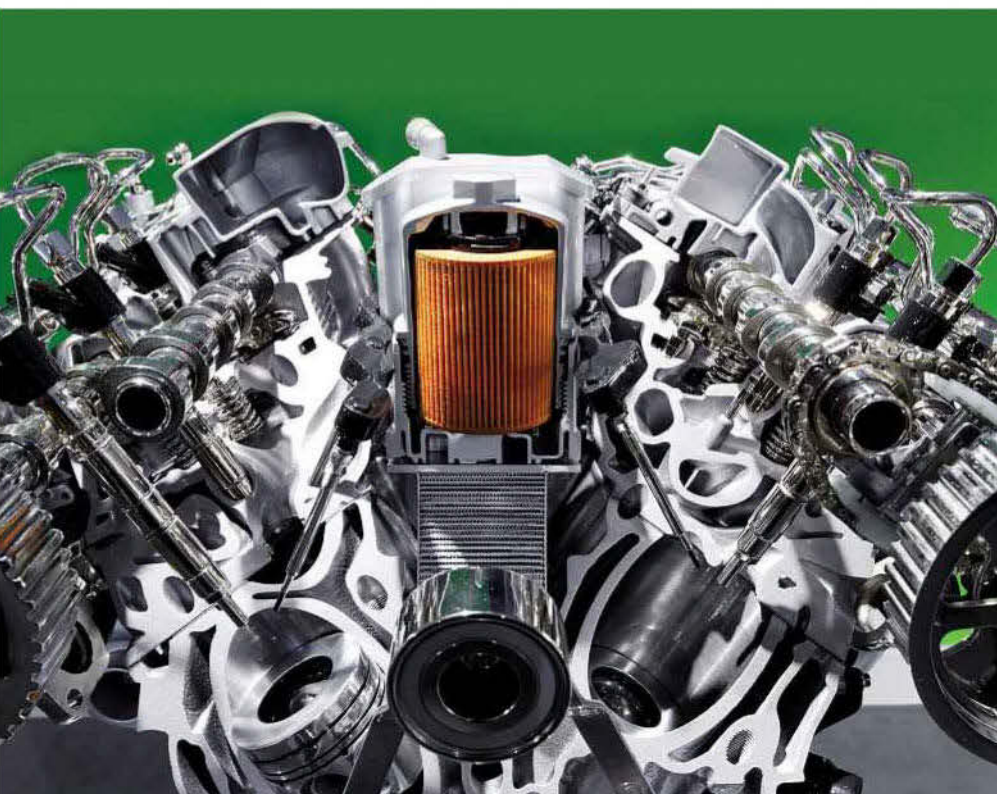
Thanks to David and Matt from Nene Overland, of Peterborough and Maidenhead. Go to: www.neneoverland.co.uk

lifted. It's an everyday sight for Matt in the Nene Overland workshop, but even then, with the top of chassis exposed, there is seldom any sign of rust. Usually the original black paint on the chassis looks as fresh as the day it was applied in the factory. It's enough to turn a Defender or early Disco owner green with envy, but don't get complacent. Matt and David have seen Disco 4s with rust issues – the result of owners failing to clean their cars after driving on Britain's salty winter roads.

"No matter how good a car's reputation for rust, I would always recommend getting it Waxoyled," says David. "Land Rovers last a very long time if they're properly looked after."

Unfortunately, there are limited opportunities for the home mechanic on a





“Modern Land Rovers are so reliable”

a lot of money. They're all moaning now that they're not getting any warranty work because modern Land Rovers are so reliable!”

So what if, like me, you've spent most Saturday mornings of your adult life tinkering with your car, checking oil levels, tyre pressures and the like?

“Even the tyre pressures are displayed digitally, on the 4x4 screen inside the car,” says David. “So you can open the bonnet, check the power steering fluid level, the brake fluid, the washer bottle... and that's it!”

So, with virtually no routine maintenance chores, what are you going to do with all that extra time on your hands? Well, you could explore the tuning possibilities that the Discovery 4 offers. There are plenty of aftermarket companies offering remapping and chipping choices that can offer extra power, economy or a bit of both – although most go for power.

You could also take a drive round to your local wheels and tyres specialist for a professional four-wheel alignment check. Driving a big, heavy car like the Disco at speed takes its toll on tyres, bushes and steering geometry and Matt recommends getting it checked out every year or so. That may sound excessive, but getting it spot-on means you're reducing the rolling resistance of your tyres, which means they last longer and help fuel economy. Also, never mix tyres. Stick to the same brand and pattern on each axle.

Finally, make sure you avoid the biggest mistake made by Discovery 4 owners with a bit of mechanical knowledge (but not enough). Namely, don't try blanking off the EGR (exhaust gas recovery) valve. It's a common practice on Discovery 1, 2 and 3, where it is perfectly legal and can save you a couple of mpg, but on Discovery 4 it is a very expensive to make. Matt explains: “It confuses the electronic sensors, which pressurise the engine, forcing oil out – flooding the turbo and causing a lot of very expensive damage.”

You have been warned.



sophisticated modern vehicle like the Discovery 4. Most things that go wrong require specialised diagnostic and repair kit. Even the ‘dipstick’ is a virtual, digital one. You check the oil level by calling it up on a menu on a small screen, situated behind the steering wheel. Meanwhile, the big screen in the middle of the dashboard is where you'll find the GPS and off-road driving information, as well as access to radio/CD/mp3 controls.

“The typical modern driver doesn't want to open the bonnet any more, so luxury car manufacturers make sure they don't have to” says David. “It started with Mercedes and BMW and as Jaguar Land Rover now competes in the same market, they have to do the same.”

You'd think that these incredibly reliable cars that are outside the scope of most home mechanics would mean big profits for Land Rover dealers, but David says that's not the case. “When Land Rovers were less reliable, there used to loads of warranty work that kept the dealers' workshops busy and earned them



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109 HARD TOP

1971 Petrol LWB, engine rebuilt, new brakes, tax exempt, good condition, 96,000 miles, new prop shaft and shock absorbers, £2500, 01929 424 918, Dorset.

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SERIES IIA

MoT July 2015, 1964 SWB, tax exempt, overdrive, free wheel hubs, rear ladder, tow bar, loads of work done, former military vehicle, 078333795360, £3500 ono.



SERIES III

1968 2.3 petrol engine, has MoT, tax exempt, O/D FWH, parabolic springs, no rust, 07810713755, Wiltshire, £4295 ono.

DEFENDER 110

1999, White, 150,000 miles, hard top TD5, new clutch and dual mass flywheel, new turbo, front winch bumper with Warn 9000lb electric winch, heavy duty springs, axle and gear box breathers, Mantec snorkel, ply board in rear, 2 x rotary roof vents, oil and filters changed every 6,000 miles, lots of paperwork to show past MOTs and maintenance, Steel wheels fitted with Cooper Discoverer STT 265/75/R 16 x 5, MOT 27/07/2015, £4950, Coldwaltham, 07745 394162.



RANGE ROVER

1993 Vogue Classic, 145,000 miles, 200TDI Diesel, service history, 5 speed manual, drivers hand book pack, MOT Feb 2016, looks & drives superb, must be seen, genuine bargain, 01253 811073, £3250.



DISCOVERY 2 GS

2001, 100,495 miles, 5 seater, £3995 or nearest offer, MOT from 23-12-2014, tax till Feb, Full electric windows, cloth seats, cruise control, Fitted non standard: it has drilled and vented discs, BF Goodrich AT tyres, Safari snorkel and full wading kit, EGR removal kit, clima air window deflectors all round, has had diff lock fitted and control level at a cost of over £2000, rear air suspension removed and springs fitted, light guards all round, new power steering pipes, battery and fully serviced it, £3995, Stroud, 07928373064.



SERIES I

1956 hardtop, new bulkhead, chassis outriggers new, new petrol tank, stored inside, MOTed in 2005 for family wedding, have had this vehicle since 1982, been on farm since but seldom used, original reg, NSA211, great project, Aberdeenshire, 07738761342, £4500.



LIGHTWEIGHT

Rare 1970 SIIA, Tax exempt, has an MoT, nut and bolt restoration in 2007 on new chassis, 12V 2.25 petrol, new hood, tyres and seat belts, it is in great condition, one of the best you will ever see, £7995, 01983 613 480, Isle of Wight.



DEFENDER 90

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DEFENDER 90

1997 300TDI County, Blue, 200,000 miles, Tatsfield, Kent, Serviced and MOT until July 2015, 6 seats, LEZ exempt, immobiliser, undersealed, sunroof, tow bar, radio CD, MP3, alloys, good condition in and out, black checker plate to bonnet, wings, side and rear, 01959 577372 or mayeraj@btinternet.com, £6500, 01959 577372.

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SERIES II A

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(no winch), Full roll cage, diff and side protection with light bar, 6 seats (Exmoor trim), AM/FM stereo with hands free kit, the first to view will buy it, Front Runner roof rack and roof box have been removed, £5950, Basingstoke, 07908124557.

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DEFENDER 110

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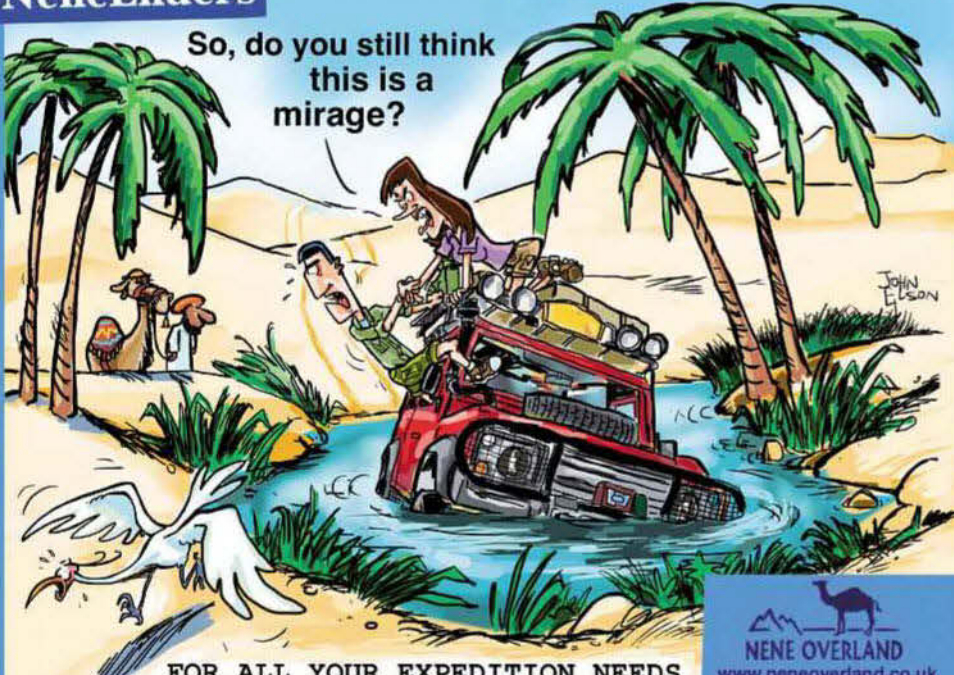
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1996, Blue, 164,124 miles, 300Tdi, MOT till Feb 2016, always garaged, great runner, always serviced, lots of extras including 9000lb waterproof Superwinch with flair lead & roller, Front spotlights, roof mounted spot lights, LED side lights/indicators/ reverse, rear work light, black chequer plate fitted on: bonnet/wing tops/rear quarters/rear door, tree sliders, rock sliders, removable rear tow bar, front mounted tow bar, sump guard, steering guard, front and rear diff guards, fuel tank guard, snorkel with front & rear diff breathers, adrenalalin rear torsion bars, 3" + lift kit, 4x new BF Goodridge mud terrain tyres, heavy duty wheel arch extensions, side exit exhaust, Raptor dash with cb radio, complete sound deadening kit, rear side panel sound deadening boards, Genuine Land Rover rear side facing folding seats, bulkhead lowering conversion, cubby box, sunroof, sport steering wheel. This is an off road toy and as expected it has the odd dents and scratches, it's a great truck so come and grab a bargain, £5000 ono, Lincs GB, 07932033411.

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DEFENDER 90

1999, Green & White, 117,000 miles, MOT until January 2016, Tow bar and dog guard, steam cleaned and Waxoyl renewed to chassis, wheel bearings & clutch all sorted, sliding side windows and bench type rear seats, runs really well, good tyres and condition for a 1999 vehicle, call 07847 606773 between 7pm and 9pm Monday to Friday and between 7am and 9pm at weekends, or email kgbbf231@btinternet.com, £6850, 07847 606773.



DEFENDER 90

1999 Td5, 117,000 miles, MOT until January 2016, tow bar and dog guard, been steam cleaned and Waxoyl renewed to chassis, wheel bearings & clutch all sorted, sliding side windows and bench type rear seats, sound, solid, runs really well, good tyres and condition for a 1999 vehicle, call 07847 606773 between 7pm and 9pm Monday to Friday and between 7am and 9pm at weekends, email kgbbf231@btinternet.com, £6850.



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110 TITHONUS

1987, Ex military Tithonus hardtop, Fully rebuilt engine, gearbox, axles, no rust, straight, Wolf roll cage, Wolf rims, Michelin ZX, 12 months MOT, V5 registered, Exmoor interior with Seats in rear, £5850, Shropshire, 01743 718939.



DEFENDER 90

2003 Td5 hard top, one owner, full service history, excellent BF Goodrich tyres, 110,000 miles, full MOT, very good condition, 01630 685219, £5995 plus VAT.



DEFENDER 127

Former MOD ambulance, 1991, now a camper, 80,000 miles, 3.5L V8 petrol engine with a 230L LPG conversion, engine runs sweet as a nut and all running gear and chassis in really good condition, lots of new parts including electric cooling system and new clutch, custom access ladder and roof rack and full campervan conversion, too many features to list but has bunk beds, water tank, fridge, hifi, sofa, table, gas stove, kitchen sink, £8000, Long Newton, 07962867553.



RANGE ROVER CLASSIC

1990, 69,500 miles, 3.9 petrol, owned for 7 years, second owner, good condition, 12 months MOT, full service history, annual Waxoyl, Cloth trim, Air con, Available for any inspection, £8200, Wolverhampton, 07899665260.



DEFENDER 90

1999 CSW, 68,500 miles, totally standard, no customisation or aftermarket accessories, service history from new with several receipts, last service December 2014, has the 7 original seats Fully waxoyled underbody and chassis from new, low mileage for age, next MOT due April 2015, TD5 engine, Alloy wheels with excellent condition General Grabber AT2s, Radio with Bluetooth, Alarm, immobiliser, 2 key sets, Essex, £9750, 07808 257263.



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DEFENDER 110

2004 TD5 XS Station Wagon, 81,000 miles, stunning Santorini black, 9 seater with black half leather heated seats, electric windows, central locking, new boost alloys & side runners, KBX front grill & vent upgrades, daylight running lamps with new front bumper, service invoices available, excellent condition, £14,750, Isle of Man, 07624 493107.



DEFENDER 110

1997 hard top 300TDi, Sand, 139,000, ready for expeditions, vehicle in Johannesburg, South Africa, exhaustive list of equipment includes: Full Roofrack plus rear ladder, EazyAwn Side opening Rooftop tent, Safari Snorkel, 12L Gas bottles holder gas bottles, 2 Burner stove, Engel 40L fridge, FeatherLite Side awning, Rock sliders/Sand ladders, High lift jack and Sand plate, 40L Water tank, 40L Long range tank, Bullbar, Tow Bar, Dual battery system, 800 Watt Inverter, two spare wheels, straps, spares, tools, Work light, Spot lights, loads of camping gear, lots of other accessories, 11,880 Euro, Johannesburg ZA, +358402504620.

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6X6 DEFENDER 110

1989, 14,800 miles, Australian army defender 110, Isuzu turbo diesel engine, 4 speed manual, disc brakes on all wheels, twin fuel tanks, genuine 14,800 kms, tray back model, carry over 2 tonne, load sharing rear suspension, VGC, located in Australia, A\$16,250, +61412757327.



DEFENDER 110

2009 XS SW LWB, Black, 71,000 miles, dealer fitted roof rack and ladder, Parrot hands free kit, Air conditioning, electric front windows, heated front seats, cd/radio. Good condition, new discs and brake pads fitted September 2014 (2,000 miles since), 12 months MOT, service history, selling due to move abroad, £17,995, Hindhead, 07780994075.



DEFENDER 110

2004, 132,000 miles, TD5 CSW, factory 9 Seater, 132,000 miles, manual gearbox with GKN Type R Overdrive, MOT to Jun 15, Epsom Green, 4 good General Grabber AT tyres plus unused spare, tow bar and 7-pin electrics, dual battery, rear ladder, wing top chequer plate, full service history, 2 previous owners, Lincolnshire LN4, £11,500, 07786 937822.



DISCOVERY 3

2005 TDV6 SE, 89000 miles, well cared for car, anything needing attending to has been carried out, cambelts, compressor, wishbones, gearbox service, the list is endless, carried out by LR technician, 12 months MOT, General Grabber AT tyres, light guards, side protectors, extended roof rails, and the usual SE specification, including sat nav, climate heated seats f+r, reversing sensors, electric folding mirrors. £13995, Surrey, 01737 556691.



DEFENDER

2014 2.2 TDCi 110 SW, 8500 miles, Full Length Roof Rack & Ladder, Sunroof, Towing Bar, Warn Winch, High Level Air Intake, Rear Work Light, Folding Mesh Bulkhead, Boost Alloys, Underbody Protection Plates, Fully Chequer Plated on Bonnet & Sills, Just serviced, £25,850, Hull, 07831685244.

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DEFENDER PARTS

Windscreen light bar with 4 lamps & aerial bracket for £40, Terrafirma cubby box, no key, £50, CB radio president harry with aerial and long cable, £25, 2 x rear fold out Exmoor trim seats with LR logo on base and back, as new £200, Longwick, 07907071313.

CLASSIC BOOK

First Overland by Tim Slessor, 1958 book club edition, £35, 01284 764286.



RAC BADGE

Original 1950-1960 RAC enamel chrome on grill fixing badge, includes fixings, £50, 0208 399 7541, Surrey.

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ALLOY WHEELS

5 Genuine Land Rover 16" Deep Dish from 2000 Defender, VGC, £150 (fitted with 5 General Ameritracs), also four 30mm spacers £50 if needed, 07801 762757, London.



ALLOW WHEELS

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Pair for sale, with built in seatbelt, great condition, certified for fitting child seats, can be fitted in the rear of a Land Rover (Series or Defender) on the wheel arches, is a Left and a Right hand seat and can be fitted front or rear facing, selling as a pair or can sell individually, £480 ONO, 07908271329.



ROOFRACK

Slavin Expedition rack by Safety Devices, Rain-gutter mounted, tubular steel, with ladder and mountings, as new, fits Defender 90 or compatible, £500 ONO, 07952 672409, London.

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WHEELS AND TYRES

Set of wheels and tyres taken off 2012 Evoque, will also fit Freelander, excellent condition, £450 bargain, 01332 571075.

STOP PRESS!



RANGE ROVER CLASSIC

1995, White, 167,000 miles, ex police vehicle, 3.9 EFI, soft dash, one of the last made, has the Land Rover special vehicles plate under the bonnet, would consider a swap for a Discovery or Defender, full history, loads of work done, list of work available, 6 months left on the MOT, electronically controlled cooling fan, chassis is perfect with no rust at all, small amount of rust on the inner frames around the rear door, £1700, Bygrave, 07462170739

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DEFENDER

1997 300Tdi, 173,500 miles, extensive work in last six months, includes: New water pump and gasket, Reconditioned cylinder head and head gasket, 4 New injectors and relay, New alternator, New battery, Reconditioned front brake calipers and pads, New rear brake pads, Re-skimmed rear disks, new rear wheel Bearings, Rear drive shafts and brand new spare tyre, bodywork is a little rough around the edges, interior in good nick, BF Goodrich tyres seem in good condition, £6000, Dartford, 07879554960.



SERIES III LIGHTWEIGHT

1972, 37,000 miles, historic and classic Lightweight, tax exempt, in very good condition, real eye catcher, complete with full soft and hard tops, plenty of spares and accessories with, 9 months MOT, £3995, Hazel Grove, 07796188926.



DEFENDER 110

2001 Td5, 143898 miles, is a must see, excellent condition, with a full service history, number of important extras, alloy wheels including spare, taxed until June 2015, MOT until January 2016, three owners, £8799, Wiltshire, 07834 494876

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TOPLESS EVOQUE

Convertible version aims to keep best-selling model at the top

Words: Dave Phillips

LAND ROVER has finally announced production of a convertible version of its best-selling model, the Range Rover Evoque.

The prototype topless Evoque was first flaunted at the Geneva Motor Show back in 2012, but it wasn't until three years later, at this year's show, that the company confirmed it will be putting it into production.

Land Rover has not yet announced specifications for the convertible, due to go on sale in 2016, but as the original Evoque was built on the Ford Mondeo platform, some tweaks are expected to add rigidity to the roof-less vehicle.

To get the maximum wow factor in Geneva, Land Rover screened a film showing underground testing of the convertible, 40 metres below the streets of London, having been granted exclusive access to the 26-mile network of Crossrail tunnels.

The short film begins with the highly-capable convertible being lowered into the tunnel network by crane, before negotiating a range of obstacles through

the 6.2 metre diameter tunnel.

Murray Dietsch, Director of Land Rover Programmes said: "The tunnels are still under construction, so we had a unique opportunity to explore the vehicle's all-terrain ability in uncharted territory."

The Range Rover Evoque is no stranger to subterranean adventure. At its launch in 2011 the five-door variant was driven through Edge Hill Tunnel in Liverpool.

Land Rover will announce further details about its exclusive new premium compact SUV Convertible later this year. It will be built alongside the current Evoque models at Land Rover's Halewood plant and is part of parent company Tata Motors' strategy to boost sales of Land Rover and Jaguar cars.

It's a strategy that's clearly working, with nearly 463,000 sold last year – and the company on track to comfortably sell more than 500,000 this year.

You can see the prototype Evoque Convertible, in full camouflage, taking on the ultimate urban test track on YouTube. Go To: www.youtube.com/watch?v=s_Dx2rR2iRc

DEFENDERS PRICES STILL ON THE UP

DEFENDER PRICES show no signs of abating, with secondhand values at an all-time high. Low-mileage TDCi examples are regularly fetching over £20,000 – despite the fact that new prices start at £23,000.

A quick scan of internet prices showed a 2014 Defender 110 utility with 15,556 miles for sale at £25,500 at an Aberdeen dealer, while a six-year-old Defender 90 with 27,500 miles carried a price tag of a fiver under £21,000 in Croydon.

Meanwhile, a 2015 Defender 90 Bowler special edition with just 2000 miles was on sale in Barnet for £32,000 after the dealer had reduced the asking price by £4000.

This frantic activity at the top of the pile is, of course, cascading down to earlier examples of the model, with Tdi models particularly popular despite the fact that they went out of production in 1998. I recently found a rather tired 1997 300Tdi 90 with almost 200,000 miles on the clock on offer for £7000. It sold the next day. Not bad for an 18-year-old Land Rover!



EARLY SERIES I

80" 1948 – 1953

THE ORIGINAL 80-inch Land-Rover is now a very enticing classic, with prices to match. The earlier and more original, the better. Even derelicts fetch good money, and they are still turning up in old barns. 1948-50 examples are the most sought-after, with pre-production and historic examples the most desirable. Post-1950 models offer the best value though. The Holy Grail of Land Rovers is the centre-steer prototype from 1947, if it still exists that is.

BUYER'S TIP: Join the Series I Club for parts and advice.

SPECIFICATIONS

1948-1951: 1.6-litre four-cylinder petrol, 55 bhp, 83 lb-ft torque. Four-speed manual, two-speed transfer box with permanent four-wheel drive (to 1950), later selectable. **1951-1953:** 2-litre four-cylinder petrol engine, 52 bhp, 101 lb-ft.

PRICE GUIDE

Project: £2000 – £5000
Average: £5000 – £6500
Good: £6500 – £15,000
Excellent: £15,000 – £50,000+



LATER SERIES I

86", 107", 88", 109" 1953 – 1958

THERE IS no such thing as a bargain Series I, but the later models are slightly cheaper than the early ones. They are also more user-friendly as the inherent faults were ironed out as the years passed. The distinctive 107-inch Station Wagons, which look like they're built from giant Meccano, are extremely sought-after, and fetch good prices. The long wheelbase pick-ups represent good value. Check any prospective purchase for rust, an inherent problem.

BUYER'S TIP: These are the most driveable Series Is.

SPECIFICATIONS

2-litre four-cylinder petrol engine, 52 bhp, 101 lb-ft torque. Also, from 1957, 2-litre four-cylinder diesel, 52 bhp, 87 lb-ft torque. Four-speed manual, two-speed transfer box with selectable four-wheel drive.

PRICE GUIDE

Project: £2000 – £4000
Average: £4000 – £6500
Good: £6500 – £15,000
Excellent: £15,000 – £50,000+



SERIES II/SERIES IIA

88" AND 109" 1958 – 1971

THE INTRODUCTION of the Series II in 1958 heralded the classic Land Rover shape. If you want one though, snap it up fast, because Series IIs are following in the footsteps of Series Is and becoming very desirable indeed – pre-1961 and MoT-exempt models especially. Some have been retro-fitted with Tdi engines, which aren't authentic but make them easier to keep up with modern traffic. A SII should be a good ride but check the leaf springs aren't badly rusted.

BUYER'S TIP: Most parts still cheap and plentiful.

SPECIFICATIONS

1958: 88s, diesels to 1961 and all transmissions same as Series I. **1958-1971:** 2.25-litre four-cylinder petrol, 77 bhp, 124 lb-ft torque; 2.25-litre four-cylinder diesel, 62 bhp, 103 lb-ft torque. **1967-1971** (109 only): 2.6-litre six-cylinder petrol, 81 bhp, 132 lb-ft torque.

PRICE GUIDE

Project: £800 – £2200
Average: £2200 – £3800
Good: £3800 – £6000
Excellent: £6000 – £14,000



SERIES III

88" AND 109" 1971 – 1985

A DECADE ago the Series III was the entry-level Land Rover, but times change and today SIIIs are appreciating in value. They still make affordable restoration projects however, as parts are reasonably priced and readily available. The simplicity of the design makes them ideal for the home mechanic. Tidy originals command higher prices, especially station wagons. The Stage One V8 is particularly sought-after, the ultra-rare short wheelbase version even more so.

BUYER'S TIP: There's never been a better time to buy.

SPECIFICATIONS

2.25 petrol/diesel and transmissions as Series IIA, 2.6 six-cylinder produced up to 1979. **1979-1985 Stage One V8** (109 only): 3.5-litre V8 petrol, 91 bhp, 166 lb-ft torque. LT95 four-speed manual with permanent 4WD.

PRICE GUIDE

Project: £700 – £2100
Average: £2100 – £3600
Good: £3600 – £6000
Excellent: £6000 – £14,000



MILITARY LIGHTWEIGHT

88" SERIES II AND SIII 1968 – 1984

THE NO-NONSENSE version of the Series Land Rover, built for the armed forces. In 1972 the military Series III got the same mechanical upgrades as the civilian model, including a five-bearing petrol engine and improved gearbox with synchromesh on all forward gears, as well as an alternator to replace the old dynamo. Today, Lightweights are in extremely big demand with enthusiasts, so expect good ones to fetch serious money.

BUYER'S TIP: They're cold, draughty – and huge fun!

SPECIFICATIONS

2.25 petrol engines and transmissions as for Series IIA and Series III

PRICE GUIDE

Project: £1200 – £2500
Average: £2500 – £6000
Good: £6000 – £8000
Excellent: £8000 – £18,000





RANGE ROVER 1 (CLASSIC)

1970 – 1996

EARLY THREE-DOOR examples command serious money and rarity, together with classic car collectors, are pushing prices up even further. Steel body panels are very prone to rust and some body and trim parts are getting difficult to source. V8s are expensive to run, but Tdi diesels are reasonably frugal. Later models certainly represent the best value and prices are rising, with high-spec versions like the Vogue SE or 4.2 LSE probably the most desirable.

BUYER'S TIP: Check very carefully for body corrosion.

SPECIFICATIONS

1971-1983: 3.5-litre V8, 125 bhp, 185 lb-ft torque. **1986-on** 3.5 EFI: 165 bhp, 206 lb-ft. **1989-1996:** 3.9 EFI V8, 185 bhp, 235 lb-ft or 4.2, 200 bhp. **1986-1992:** 2.4 VM turbo diesel, 112 bhp, 183 lb-ft, later 119 bhp 2.5.

PRICE GUIDE

Project: £1800 – £3100
Average: £3100 – £5200
Good: £5200 – £7500
Excellent: £7500 – £100,000+



FORWARD CONTROLS

SERIES IIA, IIB (1962 – 72) 101 (1972 – 78)

THE SERIES IIA and IIB models were aimed at the civilian market: big capacity payloads for farmers and builders, but blighted by under-powered 2.6-litre six-cylinder petrol engines. The later 101 Forward Control – a big beast in every respect – was a no-nonsense military gun tractor with typical V8 petrol thirst. Some parts can be pretty hard to find, but there is fantastic back-up from clubs with loads of enthusiasm to boot.

BUYER'S TIP: Massive following among enthusiasts.

SPECIFICATIONS

SIIA/IIB: 2.6-litre six-cylinder petrol, 81 bhp, 132 lb-ft torque. 101: 3.5-litre V8 petrol, 128 bhp, 185 lb-ft torque. Four-speed LT95 gearbox with permanent four-wheel drive.

PRICE GUIDE

Project: £2300 – £3750
Average: £3750 – £5000
Good: £5000 – £7000
Excellent: £7000 – £15,000



NINETY/ONE TEN

1983 – 1990

THE VERY first of the coil-sprung utilities still retained the 2.25 engines from the outgoing Series III, but they were soon replaced by 2.5 units, plus an 85 bhp turbodiesel in 1986. Many are now retro-fitted with later Tdi engines. If not looked after, the 90 and 110 is prone to rust, but good ones defy the years and continue to perform, and there's no shortage of spares. Prices are rising – not least because plus 25 year-old ones can be legally exported to the USA.

BUYER'S TIP: These are the classics of the future.

SPECIFICATIONS

1983-1985: Engines as Series III/ Stage One V8. LT77 five-speed fitted to four-cylinder models. **1985-1990:** 2.5-litre petrol, 80 bhp, 129 lb-ft torque; 2.5 diesel, 68 bhp, 113 lb-ft; 3.5 V8 petrol, 113 bhp, 185 lb-ft, 134 bhp from 1986. LT85 five-speed fitted to V8 models.

PRICE GUIDE

Project: £1600 – £2800
Average: £2800 – £4000
Good: £4000 – £6000
Excellent: £6000 – £13,000



DISCOVERY 1

200TDI/300TDI/V8 1990 – 1998

LAND ROVERS don't have to be expensive. If you're looking for a deal, the Disco 1 is very affordable. The first gen Discovery is capable off-road and refined too, but rust is a serious problem. Of course if you're handy with a welder, there's nothing that can't be sorted. Check out the boot floor, chassis and inner wings. If regularly serviced 200Tdis and 300Tdi engines are pretty bulletproof. Prices starting to rise now as collectors move in on good early examples.

BUYER'S TIP: Rapidly becoming collectable.

SPECIFICATIONS

200Tdi: 1989-1994. 2.5-litre turbo diesel. 111 bhp, 195 lb-ft torque. LT77S five-speed transmission. **300Tdi.** 1994-1998. 2.5-litre turbo diesel. 111 bhp, 195 lb-ft torque. R380 five-speed transmission. V8s as Range Rover Classic.

PRICE GUIDE

Project/trade: £300 – £800
Average: £800 – £2400
Good: £2500 – £4100
Excellent: £4100 – £6900



DEFENDER 200TDI

1990 – 1994

DESIGNED FOR the Discovery, Land Rover's 200Tdi engine also ended up under the bonnet of the Ninety and One Ten, which were renamed Defender 90 and 110. This was the beginning of the golden era of Defenders and many would argue the greatest vehicles ever built in fact. Recent owners will be pleased to hear there is a plentiful supply of engines and gearboxes from scrapped Discoverys of the same era.

BUYER'S TIP: A good one may rise in value.

SPECIFICATIONS

2.5-litre turbo-charged, direct-injection diesel. 107 bhp, 195 lb-ft torque. LT77S five-speed transmission.

PRICE GUIDE

Project: £2500 – £3500
Average: £3500 – £6000
Good: £6000 – £12,000
Excellent: £12,000 – £35,000



RANGE ROVER 2 (P38A)

1994 – 2002

BETTER THAN some would have you believe, the second-generation Range Rover's reputation for unreliability is sometimes undeserved. For a luxury 4x4, prices are very low. No serious rust issues to speak of and if you are handy with electrics and a laptop computer, you can use diagnostic software to solve most problems. The only downside, replacement parts can be pricey. The diesel option is a BMW six-pot turbo – a tad underpowered for such a heavy vehicle. **BUYER'S TIP:** Great value for DIY auto electricians.

SPECIFICATIONS

4.0: 4-litre V8 petrol, 185 bhp, 235 lb-ft torque. 4.6: 4.6-litre V8 petrol, 225 bhp, 277 lb-ft torque. 2.5: 2.5-litre six-cylinder turbo diesel, 134 bhp, 199 lb-ft torque. R380 manual or ZF four-speed auto, permanent four-wheel drive.

PRICE GUIDE

Project/trade: £300 – £800
Average: £800 – £2300
Good: £2300 – £3700
Excellent: £3700 – £7000



FREELANDER 1

1997 – 2006

AN AFFORDABLE entry-level Land Rover, but looking dated now. The 1.8 petrol engines are troublesome and best avoided. We'd opt for the more reliable diesel, which is economical and mechanically simple, but make sure it has been properly serviced, with particular attention to timing belt renewal. The later TD4 is more complicated but is chain-driven so no timing belt worries. Happily, Freelander has no rust issues to worry about.

BUYER'S TIP: Avoid the 1.8 petrol: Td4 diesel is best.

SPECIFICATIONS

Petrol: 1.8-litre four-cylinder petrol, 118 bhp, 121 lb-ft; 2.5-litre V6 petrol, 177 bhp, 177 lb-ft torque. Diesel: 1997-2000: 2-litre Rover four-cylinder turbo diesel, 96 bhp, 155 lb-ft torque. R380 five-speed transmission. 2000-2006: 2-litre BMW Td4, 110 bhp, 192 lb-ft.

PRICE GUIDE

Project: £400 – £700
Average: £700 – £1900
Good: £1900 – £3300
Excellent: £3300 – £5600



DEFENDER 300TDi

1994 – 1998

WHEN THE Discovery 1 received the refined new 300TDi engine, so did its Defender stablemate. Reliable, simple and easy to modify, these Defenders are as popular as ever. LWB 110s are usually cheaper, with the short wheelbase 90s in biggest demand. Good ones hold on to their value and will always be easy to sell. The 300TDi is a legendary lump that is good for 250,000 miles if properly serviced, with timing belts changed at correct intervals.

BUYER'S TIP: Highly desirable, so invest in good security.

SPECIFICATIONS

2.5-litre turbocharged, direct-injection diesel. 111 bhp, 195 lb-ft torque. R380 five-speed transmission.

PRICE GUIDE

Project: £2700 – £3500
Average: £3500 – £6200
Good: £6200 – £12,000
Excellent: £12,000 – £40,000



DISCOVERY 2

1998 – 2004

MUCH MORE than just a revamp of the original, the Disco 2 retained the stepped-roof looks and basic shape, but little else. An improved chassis, bodyshell and suspension, along with new engines and axles made this the best-handling Land Rover in its day. Thousands were sold so there are plenty to choose from and values are falling. V8 petrols are expensive, Td5 diesels economical. The bodies last well but the chassis can suffer from serious corrosion.

BUYER'S TIP: Carefully check that chassis for rust.

SPECIFICATIONS

Td5: 2.5-litre five-cylinder turbo diesel, 122 bhp, 221 lb-ft torque. V8: 4-litre V8 petrol, 185 bhp, 235 lb-ft torque. R380 manual or ZF four-speed auto, permanent four-wheel drive.

PRICE GUIDE

Poor: £1200 – £1800
Average: £1800 – £2400
Good: £2400 – £3800
Excellent: £3800 – £7700



DEFENDER TD5

TD5 1998 – 2007

THE FIVE-CYLINDER Td5 was the last Land Rover-derived diesel engine and its introduction coincided with the era when Defenders started to become trendy. It wasn't uncommon to see a Td5 with metallic paint and alloy wheels parading around city centres. There are a good number of special editions to choose from and, if you are looking for a utility vehicle, a healthy amount of truck cabs and hard tops are always on sale. Reliable, but check service history.

BUYER'S TIP: A great all-rounder.

SPECIFICATIONS

2.5-litre five-cylinder turbo diesel, 122 bhp, 221 lb-ft torque. R380 five-speed transmission, permanent four-wheel drive.

PRICE GUIDE

Poor: £4000 – £5000
Average: £5000 – £8000
Good: £7000 – £12,000
Excellent: £12,000 – £17,000





RANGE ROVER 3 (L322)

2002 – 2012

THE THIRD-GENERATION Range Rover remains a vehicle to aspire to own. Earlier examples are very affordable, but don't underestimate the running costs – especially from the petrol V8s. The Td6 is, of course, more economical. Drivetrain and electric problems are not unknown, although most electronics can be sorted with modern diagnosis equipment. These vehicles don't go wrong very often, but when they do replacement parts can be pricey.

BUYER'S TIP: Prices falling – bargains to be found.

SPECIFICATIONS

2002-2005: 4.4-litre BMW V8 petrol, 282 bhp, 325 lb-ft torque.
2002-2007: 3.0-litre BMW Td6 turbo diesel, 177 bhp, 287 lb-ft torque.

PRICE GUIDE

Poor: £4000 – £5000
Average: £5000 – £7500
Good: £7500 – £13,000
Excellent: £13,000 – £42,000



DISCOVERY 3

2004 – 2009

WITH A production run of just five years before it was replaced, the Discovery 3 is the shortest-lived Land Rover model of modern times. Early models suffered reliability issues, usually caused by water ingress into the electrics. Running costs are high on the thirsty (ex-Jaguar) 4-litre V8 petrol models, but the vast majority of models on the secondhand market are economical 2.7 V6 diesels, which offer much more sensible running costs.

BUYER'S TIP: Check that everything electrical works.

SPECIFICATIONS

2.7-litre V6 turbo diesel, 190bhp, 324 lb-ft torque.
4.4-litre V8 petrol, 300bhp, 313 lb-ft.

PRICE GUIDE

Poor: £4000 – £6000
Average: £6000 – £9000
Good: £9000 – £11,000
Excellent: £11,000 – £17,000



RANGE ROVER SPORT 1

2005 – PRESENT

THE SPORT fulfils the fast premium 4x4 segment with style. It shares the same platform as the Discovery 3/4 and is just as impressive off-road. A great long-distance cruiser and entertaining on the right roads. If you need a load-lugger though, the more versatile Discovery is better. Tyres, brakes and suspension tend to have a hard time, so buy carefully. Despite being replaced by the second-generation Sport, early models don't look at all dated.

BUYER'S TIP: Good ones are in demand and hold value.

SPECIFICATIONS

2005-2009: 2.7-litre V6 turbo diesel, 190 bhp, 324 lb-ft. 4.4-litre V8 petrol, 300 bhp, 313 lb-ft.
Supercharged V8 390 bhp, 406 lb-ft. **2009-on:** 3.0-litre V6 diesel, 244 bhp, 442 lb-ft. 3.6-litre TDV8 diesel, 272 bhp, 472 lb-ft.

PRICE GUIDE

Poor: £10,000 – £12,000
Average: £12,000 – £14,000
Good: £14,000 – £16,000
Excellent: £16,000 – £50,000



DEFENDER TDCi

TDCi 2007 – PRESENT

FOUR-CYLINDER Ford turbo-diesel (borrowed from the Transit van) matched to a six-speed gearbox and an all-new dashboard were all part of 2007's major revamp. The loss of front air vents and the distinctive humped bonnet aren't to everyone's taste – and not everybody loves the transmission either – but the brilliant off-road ability remains. The original 2.4-litre engine was replaced for 2012 with a new 2.2 with better emissions. UK production ends late this year.

BUYER'S TIP: Values should hold well for a long time!

SPECIFICATIONS

2007-2012: 2.4-litre four-cylinder turbo diesel, 122 bhp, 221 lb-ft torque. **2012-on:** 2.2-litre four-cylinder turbo diesel, 122 bhp, 265 lb-ft torque. Six-speed MT85 gearbox, permanent four-wheel drive.

PRICE GUIDE

Poor: £6200 – £8200
Average: £8200 – £12,100
Good: £12,100 – £17,500
Excellent: £17,500 – £50,000



FREELANDER 2

2006 – PRESENT

A BIG improvement on Freelander 1. Lack of low range and ground clearance remains a disadvantage off-road, but few buy Freelanders for hardcore off-roading. The towing capacity is just 2000 kg compared to the 3500 kg of bigger Land Rovers, but it's a worthy alternative to a Discovery. Reasonable on fuel and with a decent-sized boot, too, there are no rust issues and it's ultra-reliable. Residual values hold well, but this could change with end of production.

BUYER'S TIP: About to be replaced by Discovery Sport.

SPECIFICATIONS

2.2-litre four-cylinder turbo-diesel, 150 bhp, 295 lb-ft torque. Six-speed manual gearbox with optional stop/start (eD4) or six-speed automatic. Permanent four-wheel drive.

PRICE GUIDE

Poor: £6000 – £7000
Average: £7000 – £9000
Good: £9000 – £12,500
Excellent: £12,500 – £23,000



DISCOVERY 4

2009 – PRESENT

ALTHOUGH FROM the outside it looks like its predecessor, even sharing a few body panels, under the skin this is a very different animal altogether. With a powerful new diesel engine and all the reliability issues of the Discovery 3 now gone, this brilliantly versatile vehicle is as popular now as it was six years ago. It's a true seven-seater but fold those seats flat and you've got a cargo area comparable to a Transit van. The ultimate family car.

BUYER'S TIP: The very best tow car, bar none.

SPECIFICATIONS

3.0-litre V6 turbo diesel, 244bhp, 442 lb-ft torque.

PRICE GUIDE

Poor: £10,000 – £16,000
Average: £16,000 – £19,000
Good: £19,000 – £25,000
Excellent: £25,000 – £60,000



RANGE ROVER EVOQUE

2011 – PRESENT

NOT A favourite with Land Rover enthusiasts, but a huge hit with the general public who have turned it into the brand's best-selling model. Two-wheel drive is more economical, but 4WD is the better performer – and it's not bad off-road. Launched in 2011, there are lots available on the market and as such some real bargains. Look for one with a panoramic roof as it brings welcome light to an otherwise gloomy cabin. Reliable and trendy? Yes. Practical? Not so much.

BUYER'S TIP: Plenty to choose from, so be picky.

SPECIFICATIONS

2.2-litre four-cylinder turbo diesel, 147 bhp or 197 bhp; 2-litre petrol, 237 bhp. Six-speed manual or automatic gearbox. Two-wheel and four-wheel drive.

PRICE GUIDE

Poor: £9,000 – £14,000
Average: £14,000 – £17,500
Good: £17,500 – £23,000
Excellent: £23,000 – £42,000



RANGE ROVER 4 (L405)

2012 – PRESENT

WITH ITS aluminium chassis the fourth generation Range Rover is 420 kg lighter than its predecessor and, coupled with efficient new diesel engines, it's more frugal than any model ever produced by the brand. It's all comparative though! Taking depreciation into account, it will be several years before secondhand models offer economical motoring for all but the well-heeled. At present, values holding well.

BUYER'S TIP: A lot of car if you've got deep pockets.

SPECIFICATIONS

3-litre V6 (258 bhp) and 4.4-litre V8 (339 bhp) turbo-diesel engines; supercharged 5-litre V8 petrol (510 bhp). Eight-speed automatic gearbox.

PRICE GUIDE

Poor: N/A
Average: £39,000 – £45,000
Good: £45,000 – £64,000
Excellent: £64,000 – £100,000+



RANGE ROVER SPORT 2

2013 – PRESENT

ALTHOUGH THE Range Rover Sport 2 is now cascading down to the secondhand market, a new one may prove a tempting purchase for those considering buying a secondhand Range Rover 4. Not only will it be £20,000 cheaper, but performance, handling and economy are all better than its big brother. Although few will ever see a green lane run, it's a brilliant off-road performer. Like all modern Land Rovers, it has a reputation for reliability too.

BUYER'S TIP: This is a future classic in the making.

SPECIFICATIONS

3-litre TDV6 (254 bhp) and SDV6 (288 bhp) turbo diesel engines; supercharged 5-litre V8 petrol (503 bhp). Eight-speed automatic gearbox.

PRICE GUIDE

Poor: N/A
Average: £39,000 – £42,000
Good: £42,000 – £49,000
Excellent: £49,000 – £75,000



DISCOVERY SPORT

2015 – PRESENT

WHILST ON paper it replaces the Freelander 2, in reality the Discovery Sport is a very different beast altogether. Like all Land Rovers, it's built to be best in class off-road, but its on-road handling is astonishing, too. *LRM* editor Dave got the opportunity to drive it for hours on solid ice, in Iceland, and it never put a foot wrong. Considering all of the new technology, this versatile mid-size SUV represents excellent value for money. One of the most important cars of 2015.

BUYER'S TIP: There's big demand: join the waiting list!

SPECIFICATIONS

2.2-litre SD4, 190bhp. Six-speed manual and nine-speed automatic gearboxes.

PRICE GUIDE

Poor: N/A
Average: N/A
Good: N/A
Excellent: N/A
(new prices start at £32,395)

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The screenshot shows the MM 4x4 website. At the top, there is a yellow header with the text "MM 4x4" in large, bold, black letters. Below the header is a navigation bar with various links. The main content area has a yellow background and features three off-road vehicles (Land Rover, Land Rover, Range Rover) displayed in a row. To the left of the vehicles is a sidebar with a search bar and a list of categories. To the right of the vehicles is a sidebar with a search bar and a list of categories. The footer of the website contains the text "For All Your Turbo Needs" in large, bold, black letters.

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Beach

Boat

Swimming

Boat Hire

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Land

Beach

Boat

Swimming

Boat Hire

Wine

Exclusive 4x4 Holidays in Morroch Bay

[illegible]

The screenshot shows the Paddock Spares website. The header features the company name 'www.paddockspares.com' and a navigation menu with links like 'Home', 'About Us', 'Contact Us', 'FAQ', 'Terms & Conditions', 'Privacy Policy', 'Sitemap', and 'My Account'. Below the header, there's a 'Paddock Spares' logo and a list of product categories: 'Air Tools', 'Hand Tools', 'Power Tools', 'Painting', 'Welding', 'Drilling', 'Sawing', 'Grinding', 'Cutting', 'Lifting', 'Hoisting', 'Lifting', 'Hoisting', 'Lifting', 'Hoisting'. A main banner advertises 'SLICKSHIFT by SYNCROWORKS' with the tagline 'Improves your driving on T77 and T800' and 'Overturns by reducing drag torque and increasing travel'. Below this, there are several product listings with images and descriptions, including 'Hand Tools', 'Power Tools', 'Painting', 'Welding', 'Drilling', 'Sawing', 'Grinding', 'Cutting', 'Lifting', 'Hoisting', 'Lifting', 'Hoisting', 'Lifting', 'Hoisting'. The bottom of the page features a 'Paddock Spares' logo and a list of product categories: 'Air Tools', 'Hand Tools', 'Power Tools', 'Painting', 'Welding', 'Drilling', 'Sawing', 'Grinding', 'Cutting', 'Lifting', 'Hoisting', 'Lifting', 'Hoisting', 'Lifting', 'Hoisting'.

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[illegible]

The screenshot shows the Silverline website with a red and white racing-themed background. At the top is the URL www.silverlinewheels-tyres.com. Below it is the Silverline logo and the text "OFFICIAL TYRE SUPPLIER". A central video player displays a racing car. Below the video are logos for Silverline, Shell, and other sponsors. At the bottom, a row of logos includes FIELL, MIRA, JAGUAR, and others. The footer contains the text "© 2011 Silverline Tyres Ltd. All rights reserved."

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
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STAGE 1 V8 rebuild; Td5 engine swap; Discovery 2 transformed; Time-warp 300Tdi Defenders; Woburn Safari Park Defenders; Defender leaks cures; Ninety and One Ten Survival Guide



JULY 2014

HEAD TO head: Defender 200Tdi, 300Tdi, Td5 and TDCi; Overfinch Classic vs RR Sport; Series III race rescue; Discovery Concept unveiled; Series III Survival Guide; Td5 engine swap; Technical Q&A



AUGUST 2014

FRED DIBNAH'S Series IIIA; P38 Range Rover's 20th birthday; V8 Survival Guide; Lundy Island Land Rovers; Devon greenlanes; Power steering conversion; Tech Q&A; Four generations of Discovery



SEPTEMBER 2014

DEFENDER GETS 412 bhp Mustang V8; 10 years of Discovery 3; L322 Range Rover Survival Guide; Ant Anstead's Series I; Original Overfinch Range Rover; Defender soft top conversion; Series Q&A



OCTOBER 2014

FULLY-LOADED expedition Defender; rare Discovery 1 prototype; Series III upgrade; Freelander 2 Survival Guide; Bespoke 90 road test; Socket sets tested; swivel housings replaced; Workshop Q&A



NOVEMBER 2014

DEFENDER OFF-ROAD tips and tricks; 25 years of Discovery 1; Series IIA and Range Rover restorations; Defender TDCi Survival Guide; Lincolnshire greenlaning; Td5 super service; Discovery 3 fuel pump



DECEMBER 2014

DEFENDER ICON 3.2; Range Rover Sport Survival Guide; Across the Great Divide; Algarve Adventure; Defender TDCi clutch; Replace body cappings; Series I dedication; Cotswolds greenlaning



JANUARY 2015

ULTIMATE LAND ROVER Buying Guide; Stunning early Range Rover Classic; Survival Guide: 2.25 petrol engine (part 1); Essex greenlanes; Discovery Mpi; Bulkhead repairs; P38 ABS system; Classic Q&A



WINTER ISSUE

WINTER DRIVING Advice; Christmas Gift Guide; New Forest Defenders; Stage One V8 Project completed; Holland & Holland Range Rovers; 2.25 petrol engine (part 2); Series II rebuild; Freelander 2 service



FEBRUARY 2015

HISTORY OF LRM; Discovery Sport: 1st drive; 1998 Anniversary Defender V8; Engines of the future; Tanzania safari; Series I restoration; Td5 engine explained; Discovery front bearings; Classic Q&A



MARCH 2015

SUPER-FAST 6.2 V8 Defender; Herefordshire greenlaning; Range Rover Evoque Survival Guide; Electric Defender; Freelander Service Guide; 6x6 Defender; Around the World Adventure; Classic Q&A



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[ROB AND MANDY KEEN, MECHANIC, DAVENTRY AND CAPE TOWN]

DISCOVERY 1

Tell us about yourselves

We have always been into camping and greenlaning. After a long campfire chat we decided the time had come to chose between a mortgage or travel overland from the UK to Mandy's home city of Cape Town, South Africa.

We obviously opted for the latter and so began the long preparation of our beloved Discovery.

How long have you owned it?

We've owned it for seven years and have been all over the UK in it. She has never failed to get us home.

How is the engine running?

It's a 300Tdi and it runs sweetly. We have just stripped it down and done a bit of an overhaul on it. It now has new rings, shells and other bits.

What are your basic plans?

We plan to turn it into our ideal home for when we are out on the road. There is loads of work left to get it exactly the way we want.

What have you done so far?

Rob: We have done loads of little bits over the years. It has had suspension lifts and a winch bumper added.

I recently slapped on a roof rack as we will need the extra space. Then I built a storage area in the back. I have focused on doing loads of preventative maintenance such as the engine overhaul. I have also spent some time getting the axles ready for the trip

What next for your Disco?

Rob: I will be replacing the clutch next. Then I will open the gear and transfer boxes, put in new seals and see if any of the bearings need replacing.

What is the hardest part of this project?

Deciding where to do what, so that things are easy to access. There is also the danger of adding things that we don't necessarily need. We would like to avoid doing that.

When will it be finished?

We're not sure if it will ever be finished, but it needs to be ready to go by the end of July.

Anybody helping you?

I am doing most of it myself with the occasional help from Mandy and my brother-in-law Charles.

Any other projects on the go?

I'm also building a second Discovery that looks pretty much the same as this one for Charles and his partner Catherine, as they are going with us.

Tell us about some of the other Land Rovers you have owned?

This is the first one that I have owned. Over the years I have messed about with a few belonging to others. I have also rebuilt some through my job.

Anything to add?

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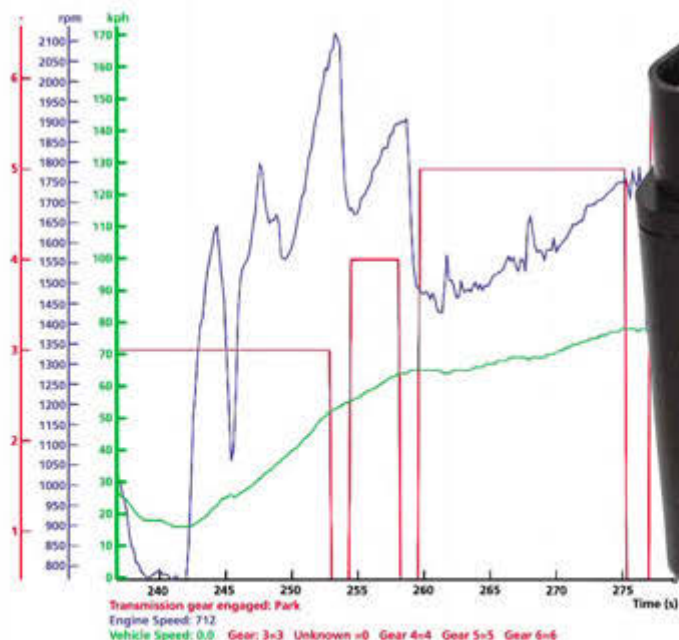
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